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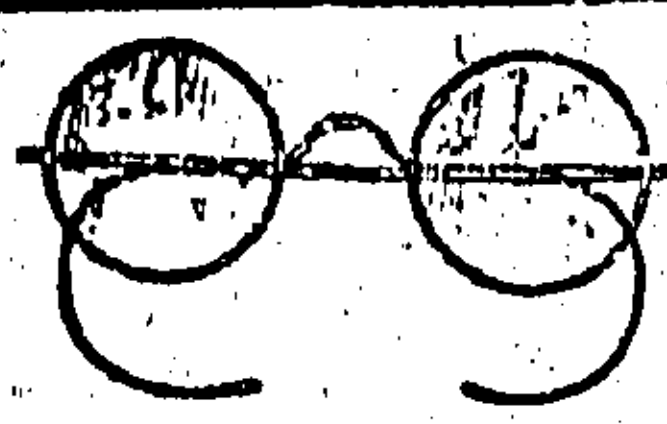
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HONG KONG, TUESDAY, MAY 12, 1931.

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EXCURSION TO MACAO:—

ON SUNDAY, the 17th MAY, 1931

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Will depart from the Company's Wing Lok Street Wharf at 9 A.M.

and from Macao at 4.00 P.M.

Note—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(May 12.)

Rogation Day.

Rotary Tiffin: Speaker Rev. Fr. C. Byrne, S.J., "Our Emotional Life."

Sanitary Board Meeting, 4.15 p.m.

H.K. Football Association, Council Meeting.

Queen's Theatre: "Paid."

World Theatre: "Three Arrows of Love" (Chinese film).

Central Theatre: "Rango."

King's Theatre: "Fast and Loose."

Helena May Concert (Harry Ora) 5.30 p.m.

Mei Lan Fong at Ko Shing Theatre, 8 p.m.

Dances: Tea Dance, H.K. Hotel. Dinner Dances, Hong Kong Hotel, Peninsula Hotel, and Hotel Cecil.

European Mail—Inward: Europe via Siberia (General Metzinger); Outward: Europe via Siberia (President Cleveland) 2 p.m.; Europe via Suez (General Metzinger) 2.30 p.m.; Europe via Suez (Aeneas) 2 p.m.

Wednesday.

(May 13.)

Rogation Day.

Concert, Cheero Club, 8 p.m.

Queen's Theatre: "Hell's Angels."

World Theatre: "Three Arrows of Love" (Chinese film).

Central Theatre: "Rango."

King's Theatre: "Under Suspicion."

Dances: Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong and Repulse Bay Hotel.

Thursday.

(May 14.)

Ascension Day.

Holy Thursday.

Legislative Council Meeting.

Queen's Theatre: "Hell's Angels."

World Theatre: "Enemy Beauty"

Central Theatre: "Rango."

King Theatre: "Under Suspicion."

Dances: Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

LORD IRWIN: A TRIBUTE

POWER OVER THE PEOPLE OF INDIA.

FIRMNESS AND INNATE SPIRIT OF FRIENDLINESS.

Karachi.—"I want to meet Lord Irwin the man," wrote Mr. Gandhi to the Viceroy from Allahabad, in February when he made his request for the conversations at Viceroyal House which have changed the face of India," writes Robert Bernays, the *News Chronicle* Special Correspondent in India.

It will be the departure of 'Lord Irwin the man' which all India will regret when he makes his last State drive from the lovely rock-girt Government House at Bombay to the steps of "the gateway of India," where he will embark for England.

As a Viceroy he has had by force of circumstances to make himself responsible for ordinances more far-reaching and more repressive perhaps than at any time since the Mutiny. But for these even the most rabid Indian Nationalist lays the blame wholly on the shoulders of "the satanic" bureaucracy.

When public opinion was inflamed against the Government for the execution of Bhagat Singh it was upon Lord Irwin's political servants, never upon Lord Irwin, that the imprecations were heaped. The extraordinary position has been reached that in the minds of Indian patriots Lord Irwin can do no wrong.

"The meeting of the two Mahatmas" (holy men) was how they used to describe the conversations between the Viceroy and Mr. Gandhi at Dr. Ansari's house, even when the future looked at its blackest.

What is the secret which has made an English country gentleman an object of reverence to millions of Indians at a time when anger and bitterness had largely severed social relationships between the two races?

The Root of Sympathy.

In my view the fundamental reason is that Lord Irwin is a deeply religious man.

The story is well-known of how when he arrived in India in 1929 it was a Good Friday, and that his first action was to take a brief escape from the ceremonies of welcome in order to attend the three

hours' service at the Anglican cathedral.

The simple action created a profound impression on the Eastern mind.

Here was an Englishman who looked upon the observance of his religion as something more than an excuse for the clutter and glitter of an occasional church parade.

In the remotest corners of India the Viceroy's train used to be stopped on Sunday mornings so that Lord Irwin might walk across to some wayside church to make his communion.

Even surrounded by the pomp and majesty of New Delhi he would walk across from the Viceroy's house to attend services just like any ordinary church-goer.

He is, indeed a man of extraordinary simplicity. Other Viceroys never seem to have emerged out of their ceremonial knee-breeches and their garter robes. Lord Irwin always seems to be spiritually in plus fours, with his gun and his dogs in his Yorkshire home. So Indian politicians have not looked upon him as the stern, unbending representative of the British raj. They have visited him in their troubles as a counsellor and a friend.

As Friend to Friend.

Gandhi asked for a heart-to-heart talk with the Viceroy, and he got it. That was why it had such a successful outcome.

I am told that these long conversations frequently strayed into discussions on the nature of the Deity and the ethics of punishment, and other fascinating subjects equally remote from Round Table problems.

The Viceroy dropped the ceremonial prefix and called him Gandhi.

They even laughed about Mr. Churchill's famous speech on "the half naked saint."

When Mr. Gandhi on one occasion left his shawl behind on his chair, Lord Irwin called back to him: "Gandhi, you are leaving your shawl behind; you have not got so many clothes on, you know, that you can afford to leave any about."

(Continued on Page 4.)

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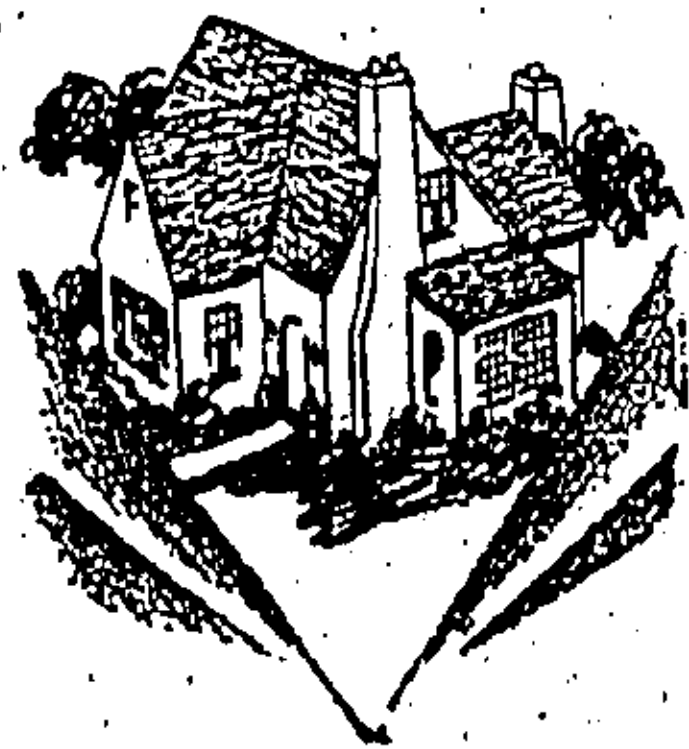
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out here, what all your
friends are doing, who
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Roast Turkey and Ham ... 1.45

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Fruit Pie50

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King's Theatre Building

Vegetable Soup

Fried Fish, French Potatoes

Macaroni au Gratin

Pan Kai Kai Fan

Roast Leg of Veal and Ham

Cold Roast Pork and Russian Salad

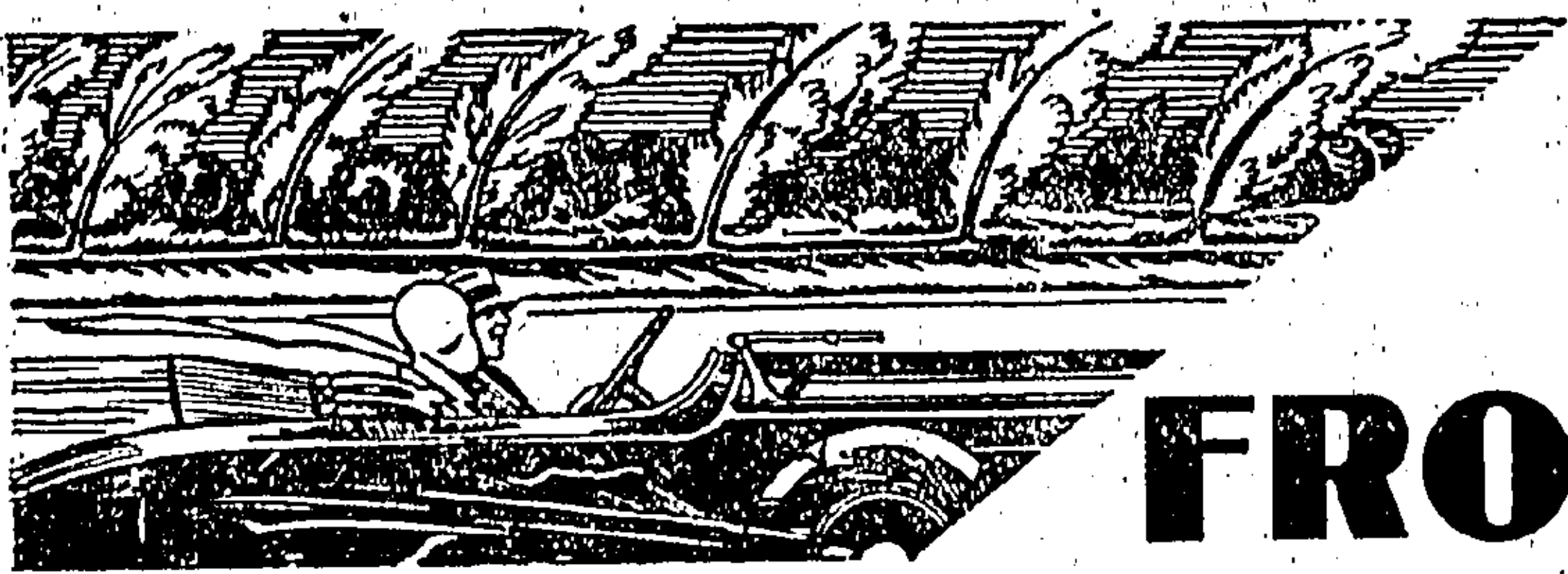
Roast Potatoes, Boiled Potatoes

French Beans

Rainbow Jelly

Fruit

Tea or Coffee



SPARKS

FROM THE PLUGS



ADVICE TO CAR-WRECKERS.

HOW THE REAL EXPERT DOES IT!

Adequate opportunities are always available to anyone who is determined to get the worst out of his car, writes an *Evening Standard* Motor expert. "Of course, he can run into a wall and smash it up completely, but this is scarcely artistic. The methods of the accomplished car-wrecker are more subtle."

When starting away first thing in the morning, while the engine is still cold, he presses the starter button impatiently, discovering too late that he has left the car in gear and that the ignition is fully advanced. Thus the starter is strained and the starter ring teeth get the full force of an incipient back-fire when the engine does spring to life.

In this way he can—and frequently does—in less than six months cause the starter to jam, the teeth in the starter ring to break and the battery plates to buckle. This last-named process he assists by studiously ignoring the battery-maker's instructions to add distilled water until the level of the liquid is 1-inch above the plates.

Wrecking the Engine.

As soon as the engine commences to run he shows his neighbours a really impressive way to destroy a motor. By holding the stranger partially closed he is able to force the unwilling engine to accelerate rapidly while still cold.

This is very effective for the pistons and crankshaft bearings are brought under load before the oil has time to reach them, and metal rubbing against metal, without an interposing oil film, rasps like a file. A past president of the Institution of Automobile Engineers told me that you have only to wear five-thousandth parts of an inch off every bearing surface of a car to reduce it to scrap-iron.

Think! If a layer of metal as thick as a page of this newspaper

is torn off your cylinders, pistons, crankshaft and gudgeon pins, you have nearly succeeded in wearing out the car, for this paper is over three-thousandths of an inch thick.

An engine, which is raced when cold, is working at the same speed as it does at 50 or 60 miles an hour.

Besides allowing the engine to come under load before the oil has time to circulate, excessive use of the stranger assists the car-wrecker's process in a number of ways. It directs a spray of liquid petrol on to the cylinder walls which the pistons carry into the sump to dilute any oil that is there.

Just Feel the Grit.

The really conscientious automobile destroyer never, on any account, changes the engine oil, for that is a certain way to increase the power units' longevity. When the cylinders are cast a certain amount of foundry sand remains on them although the foundry make strenuous efforts to remove it by chemical cleaning.

To this sand, in the process of machining, is added a few microscopic metal chips, and later, as the car wears, further chips are rubbed off the bearings and fall into the oil. Tiny specks of carbon from the combustion chambers, fine road grit, water condensed from the atmosphere and the unvaporised, heavy constituents of the petrol, too, help to contaminate the lubricant.

If your friends do not believe that your oil is as dirty as I say it is empty the contents of the sump into a clean basin. After the liquid has been allowed to settle they can rub their hands along the bottom of the basin and feel the grit for themselves.

If that does not convince them, pour the liquid through a sheet of blotting paper and then they can see the dirt adhering to the paper.

There are some men who allow a

cold engine to tick over for a minute or more before engaging gear and who change the oil regularly every 1500 miles. They are still running cars that they bought five years ago and they have not succeeded in wearing them out in 50,000 miles.

There are quite a number of ways in which tyres can be destroyed, and some of them damage the springs and chassis at the same time. The most certain of them is to overinflate three tyres while leaving the remaining one "soft." This allows one corner of the chassis frame to be much lower than the other three, and so it puts a decided cross strain on the whole of the car. It overloads at least two of the springs and twists the body.

Although not quite such an effective means of chassis wrecking, running with all tyres nearly flat helps to keep up the dividends of the tyre companies. The repeated flexing of the walls as the tyres bulge, when they come into contact with the road, sets up friction between the cords of the casing, and, if the car is driven really fast and fully loaded, the tyres can be burst in less than 2000 miles.

Thrills When Brakeless.

The car wrecker who takes a pride in his work will try fast cornering when his tyres are partially deflated, for if he is really swift and the tyres are sufficiently soft it is possible to wrench them right off their rims.

There is a man I know who wins cups and medals in races and reliability trials. Only last week, before the London-Land's End trial, I helped him jack up the four wheels of his car and adjust the brakes. He held the brake pedal down one inch by jamming a stick between it and the driving seat, and then he adjusted the brakes until all four went on together.

To reassure himself he depressed the pedal a further half-inch and then tested the power of each brake independently by pulling on the tyres in turn.

He was not satisfied until he had tested the car on the road, braking hard and noting the length of each skid mark. He applied the brakes when the car was doing over "fifty," and it pulled up without a waver although the steering wheel was not held.

There is no fun in motoring on a car like that. It is far more exciting to neglect the brakes entirely, but if your family object to riding in a brakeless car give the adjusters a few turns. Try giving one five or six turns and another half a turn; slack one off and ignore the other.

Most Potent Method.

In this manner you will throw all the work on to one brake, and in a very short time you will score the drum to destruction and tear the lining to pieces.

You can then begin operations on another brake, but one at a time is the way to do the job, for if all the four brakes are properly adjusted they will wear for years.

If there is any advice to those who wish to get the worst out of their cars that I have omitted I must plead limitations of space, and I suggest that, next to doing things wrong, wilful neglect is the most potent weapon at your disposal.

The trade is under no illusion. If voluntary action is not taken fully to meet the views of the Ministry there will be more drastic steps.

The Ministry has no objection to unsmooth wheels which present a flat surface with sharp projections, such as wings, pointing to the sides, but only to those with sharp points projecting ahead or slightly to one side.

MOTOR MASCOT "PERILS."

SHARP PROJECTING POINTS.

Action has been taken by the British Minister of Transport in regard to "the serious danger to pedestrians in the event of a collision from sharp mascots on the radiators of cars and other motor vehicles."

Talks took place a few weeks ago between the officials of the Ministry and the Society of Motor Manufacturers on the matter.

The Ministry put forward expert evidence of the danger of a number of forms of mascots, and pointed out that with the higher height of radiators the dagger-like points of figures seriously increase the risk of injury to anyone struck by the front of the car.

So strongly did the Ministry feel that a regulation banning the use of "sharp projecting mascot devices" was discussed.

"Undesirable."

The Ministry has now sent a letter to the Society of Motor Manufacturers and Traders which states:—

"The Minister does not wish to make a special regulation on the matter if the society takes special steps to draw the attention of all its members to the undesirability of such fittings."

This has been done, and all British car makers, British concessionaires of foreign cars, and British accessory and component makers have been warned of the position.

An official of an accessory firm said:—

(Continued on previous column.)

TYRE ECONOMY.

UNDER-INFLATION AND OTHER ERRORS.

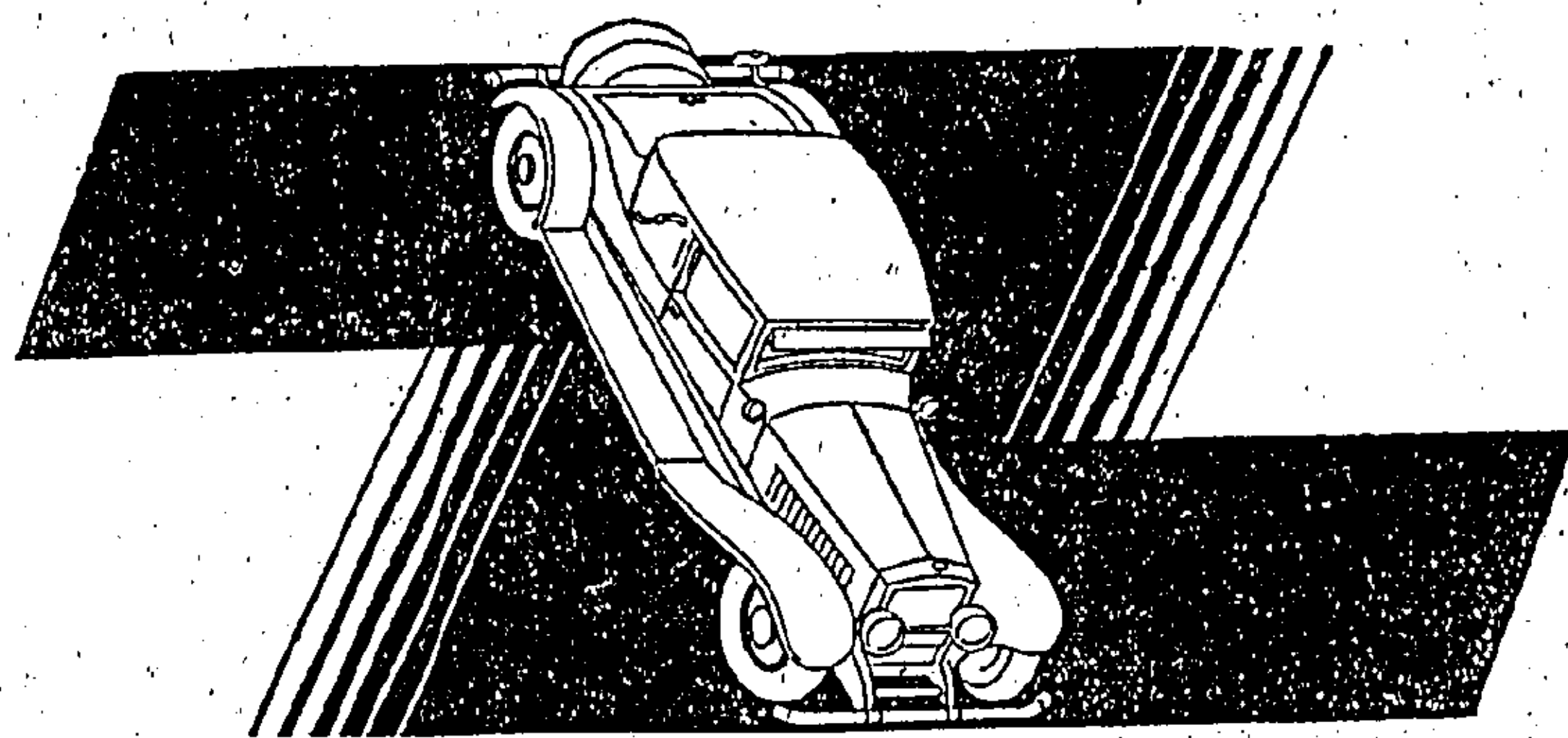
Two of my neighbours own cars which are identical in every respect except colour. They were comparing notes after dinner a few days ago and discovered to their genuine and mutual amazement that one car is averaging about 8,000 miles on a set of tyres, whereas the other is travelling nearly 20,000 miles on a similar quartet of tyres of the very same make and size. The contrast provoked a somewhat acrimonious discussion, as the respective wives became involved in it; and while one of these ladies considers that her husband is an extremely reckless driver, she likes her money's worth, and was anxious to know why his tyre bill was nearly two and a half times as large as it need be; the excess expenditure in this particular instance was about £30.

There are many rapid and infallible methods of reducing tyres to premature destruction. Probably the speediest and surest is to run the two wheels on either axle out of correct alignment, when the friction of the road will bear on a part of the tread never designed to sustain such friction and the tyre may become useless after no more than 1,000 miles. Gross under-inflation is tolerably destructive. Our roads were in a parlous state in 1919, and some of the earlier post-war cars were not eminent for perfect suspension. Motorists naturally ran their tyres a great deal softer than the experts advised; they secured some additional comfort, but the walls of the tyres flexed so violently that bursts occurred after a comparatively brief mileage. Now that roads are good and

suspensions efficient, there is no excuse for under-inflation. An idle owner hates the weekly application of a modern lightning gauge, and the consequent use of a foot pump, but he will not get 20,000 miles from a 20,000-mile tyre unless he attends to inflation. If the tyre has to be scrapped at 15,000 miles or less, he must blame himself rather than the manufacturer.

Nevertheless, owners can produce some small grievances against the tyre manufacturers. This is the twentieth century. The time of an average owner-driver is valuable. Tyre attentions are boring, because they demand labour but not intelligence. In order to keep our tyres inflated we have to remove and replace four dustcaps—a task secured by long fine threads, which are easily crossed; and if a tool is not used in rescrowing, the dustcap will probably drop off in the road; we have further to remove and replace four sealing-caps; and finally (unless we spend money on special equipment) we have to attach and remove the pump nozzle four times. Quite possibly the pump supplied with a £1,000 car is a shoddy contraption which no garage or self-respecting mechanic would dream of using. Quite possibly it has a screw connector, instead of a lightning type. Quite possibly it prevents the owner from testing the pressure without removing the nozzle. In other words, there is an unholy conspiracy between the type designer and the car manufacturer to make tyre attentions as stupidly tedious as possible. It is high time that the various attachments involved in the process were improved, and that cars were supplied with decent pumps.

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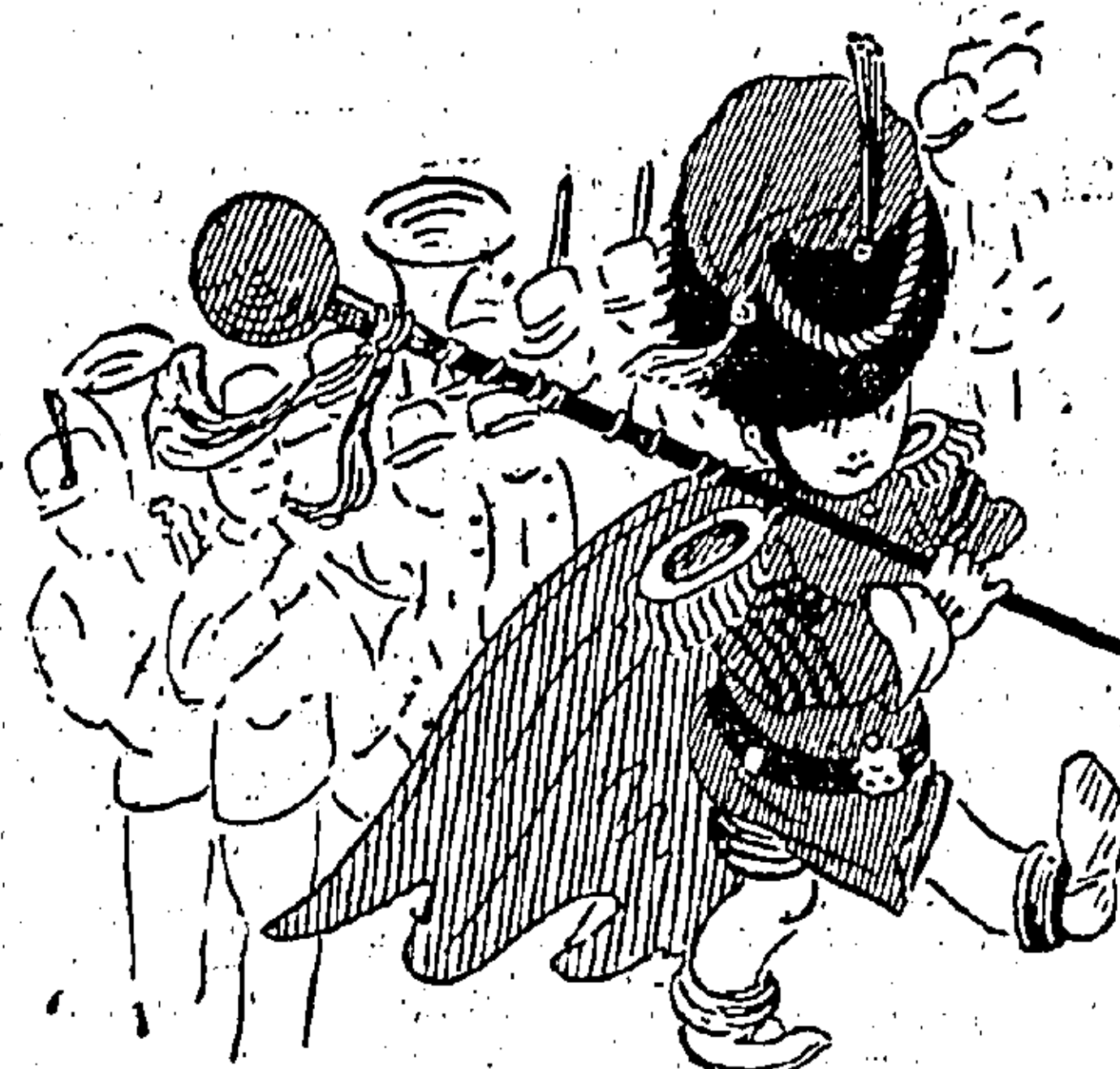
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R.A.C. Horse-Power Rating 8.1.
Brake Horse-Power 18 at 3,200 Revolutions.
Piston Displacement 51.7 Cubic Inches. Wheel-Base 78 Inches.
Speed 45 M.P.H.

Model	Net Weight	P. & H. Factor	Parking Shipping Allowance	Net Cash Price	
Side Valve					
Roadster	2-pass.	—	£190	£10	£110
Tourer	4-pass.	—	113	10	123
Saloon (Fabric) ...	4-pass.	—	114	14	128
Saloon (Coach Built) ...	4-pass.	—	119	14	133
Overhead Valve					
Roadster	2-pass.	1,250-lbs.	£125	£10	£135
Tourer	4-pass.	1,276-lbs.	130	10	140
Saloon (Fabric) ...	4-pass.	1,261-lbs.	135	14	149
Saloon (Metal) ...	4-pass.	1,378-lbs.	140	14	154

Hong Kong Price includes Triplex Glass,
Spare Wheel, Tire and Tube, and Bumpers.

MORRIS COWLEY (48" Track.)

R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 32 at 3,200 Revolutions.
Piston Displacement 109.9 Cubic Inches. Wheel-Base 105 Inches.
Speed 50 M.P.H.

Roadster	4-pass.	2,083-lbs.	£180	£16	£176
Tourer	4-pass.	2,148-lbs.	170	10	180
Coupe	4-pass.	2,183-lbs.	180	17	197
Saloon	4-pass.	2,256-lbs.	185	18	203
Saloon (Folding Head) ...	4-pass.	2,288-lbs.	193	18	209

Hong Kong Price includes Triplex Glass,
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Optional Equipment at Additional Price.

5 Small Hub Wire Wheel £3. 10. 0

MORRIS MAJOR (48" Track)

R.A.C. Horse-Power Rating 15.
Brake Horse-Power 30 at 3,200 Revolutions.
Piston Displacement 118.3 Cubic Inches. Wheel-Base 114 Inches.
Speed 55 M.P.H.

Saloonette	5-pass.	2,278-lbs.	£215	£27	£242
Coupe	5-pass.	2,278-lbs.	220	28	248
Saloon	5-pass.	2,300-lbs.	225	29	254

Hong Kong Price includes Triplex Glass,
Spare Wheel, Tire and Tube, and Bumpers.

MORRIS OXFORD SIX.

R.A.C. Horse-Power Rating 15.
Brake Horse-Power 30 at 3,200 Revolutions.
Piston Displacement 118.3 Cubic Inches. Wheel-Base 114 inches.
Speed 60 M.P.H.

Tourer	5-pass.	2,687-lbs.	£250	£21	£271
Saloon Fabric	5-pass.	2,694-lbs.	265	29	294
Coupe (Sliding Head) ...	5-pass.	2,809-lbs.	285	28	313
Saloon (Fixed Head) ...	5-pass.	2,776-lbs.	275	29	304

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Extra Spare Wheel £7. 0. 0

MORRIS ISIS SIX.

R.A.C. Horse-Power Rating 18.
Brake Horse-Power 40 at 3,200 Revolutions.
Piston Displacement 150.6 Cubic Inches. Wheel-Base 114 Inches.
Speed 65 M.P.H.

Tourer	5-pass.	3,782-lbs.	£330	£11	£351
Saloon	5-pass.	3,078-lbs.	340	30	370
Coupe	4-pass.	3,200-lbs.	350	28	378

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Optional Equipment at Additional Price.

Extra Spare Wheel £2 0. 10. 0

5 Magna Type Wire Wheel 5. 10. 0

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SPARKS FROM THE PLUGS

NEWS FROM EVERYWHERE.

OVERLAND TO SINGAPORE.

Dick Mathews and Hector MacQuarrie, two New Zealanders were given a fine send off in London on their departure for France on the second stage of a round-the-world trip in an Austin Seven. They have already traversed New Zealand, Australia, Tahiti, and the American continent and the next stage of their journey is through Europe and Persia to India; then south to Singapore, where they hope to land about the middle of June. MacQuarrie and Mathews, in their Austin Seven made the first journey by motor-car to Cape York, Northern Australia, and the hardships and adventures met with on the expedition are admirably recorded by Hector MacQuarrie in his book "We and the Baby."

Ship wreck may be included among their experiences since the trip began, as they were passengers in the R.M.S. Tahiti which sank in mid-Pacific in August last year. The Austin Seven, christened "Emily," which had served them so gallantly in New Zealand and on the Cape York expedition, was lost. Their present car, "Emily II," was put into commission on their return to Australia.

LARGEST TANK IN THE WORLD.

The first practical 5,000 gallon single trailer unit for gasoline and lubricating oil haulage has been built in the United States. It is probably the largest mobile tank in the world.

The total loaded gross weight is 61,200 lb., of which the front axles of the tractor truck carries 7,300 lb., with 26,200 lb. on rear axles, and 27,700 lb. on the trailer tandem axles. Trailer chassis weighs 5,000 lb. exclusive of fifth wheel, which weighs 550 lb. Total load on any tyre does not exceed 400 lb. per square inch, which is considerably less than tyre manufacturers' rating. The load is so carefully distributed that each tyre carries an equal weight. The maximum speed is 24 miles per hour and the unit climbs a 12 per cent. grade on its regular route.

AMPHIBIANS.

Captain Geoffrey Mallins, Riley "Motor-cars" were tested on the River Severn recently prior to their start on a 12,000-mile journey through Europe, Asia Minor, Palestine and Africa.

Four air bags are located in position on each side of the car by electron girders and can be inflated by bellows ingeniously operated by a crank from either rear wheel. The car can be driven into the river under its own power and when afloat can be paddled. When not in use the bags and frame work are carried in a box. During the test three persons were carried and the car was towed behind a motor boat at 6 or 7 knots.

The arrangement should save the expedition a great deal of time and the necessity for many detours. Over 40 firms are represented, by the way, in this travelling "British Industries Fair."

UP THE MOUNTAINS!

CAR VISITS HERMITAGE OF MOUNT RUA.

No motor-car prior to this year had ever disturbed the quiet meditations of the monks living in cloistered reclusion on the summit of Mount Rua (one of the best known and steepest peaks in the Euganean Hills not far from Padua). Two years ago, it is true, a party of motor-cyclists succeeded in climbing right to the door of the Monastery, during an Alpine motor-cycle excursion organized by the journal *Motorcyclism* but a motor-car which attempted to emulate the agile two-wheelers on the same occasion found itself balked by the flight of steps in front of the building.

ELIMINATING BLIND SPOTS.

A very valuable contribution to safety and comfort in driving is represented by the new "Panoram" saloon driving mirror produced by Joseph Lucas, Ltd. This gives an undistorted panoramic view through an angle of approximately 160 degrees.

In this mirror a driver can see not only behind the car through the rear window but through the side windows as well, even on a level with his shoulders, just as if he had three ordinary mirrors, one in the centre of the windscreen and one on each side of the car in addition.

It is obvious that this fitting eliminates a great deal of "blind-spot" driving and possesses many advantages when parking or reversing.

CARS WITH NOVEL FEATURES.

Sir Malcolm Campbell will soon take delivery of a "Phantom II," Continental touring saloon, which embodies a number of special features. One innovation is the provision of stone guards underneath the wings to prevent damage to the paintwork from flying stones; these are extended under the chassis to conceal such details as the silencer. The sides of the bonnet, too, are extended below the chassis frame to conform to the lines of the body, thus giving an impression of low build and depth.

Miss Nellie Wallace, the well known comedienne, has a 16 h.p. Sunbeam sports coupe which possesses a number of novel points. Folding steps, for instance, let down when the doors are opened and disappear again when they are closed; the louvres on the bonnet are shaped to follow the flow of the front wings and the windows behind the doors slide back into the body, leaving an unobstructed open space when desired.

SUCCESS OF THE NEW AUSTIN.

The latest addition to the Austin range—the Twelve-Six—has been put through its paces in the Colonies and, in spite of the grueling tests to which it has been subjected, has come through with flying colours.

The following cable has been received from New Zealand where Austin products at present head the list of registrations:

"... Twelve-Six driven 1,346 miles. Enthusiastically received everywhere. Performance wonderful, cooling exceptionally good. Climbed Mount Egmont—3,750 ft.—without over-heating. Road holding and cornering splendid. Springing good. Prospects for important turnover good."

An equally enthusiastic report has already been received from South Africa, where the car has met with tremendous success.

FORD ENDURANCE RECORD.

NEARLY 50,000 MILES "NON-STOP."

A new world's nonmotor-non-wheelstop automobile endurance record was established by the Model A last month when Ralph and Roland Davis, brothers, brought their Model A Ford to a halt at the east entrance of the Iowa state capitol in Des Moines after 2,775 hours and 46 minutes of continuous driving.

Governor Hammill, standing with Walter Ferrell, executive secretary of the Iowa chapter of the American Automobile Association, gave the signal to stop. The Ford had travelled a total of 47,138.3 miles over all sorts of roads in all sorts of weather since August 1, and had exceeded by 33,680 miles and more than 2,361 hours the American non-stop endurance record which was made by a much heavier car last year under almost ideal conditions on the Indianapolis speedway.

"The City of Des Moines," as the Model A was called, covered practically the entire state of Iowa during the run.

Engineers who examined the Ford at its conclusion asserted that neither engine nor chassis showed evidence of the strain to which they were subjected during nearly 140 days of continuous driving. According to the engineers, both would have served another 50,000 miles or more if the Davis brothers had attempted to make good their original intention to drive the car "until it fell apart."

Aside from a radio receiving set, and the folding cot on which the boys slept by turns, the only special equipment carried was an extra emergency brake which with a traveling jack or "dolly" enabled one of the pair to change a tire or remove a wheel while the car was in motion.

In addition to eleven tire changes due to punctures, the only repairs made during the entire run, according to an affidavit executed by the brothers, were a replacement of spark plugs when the car passed 30,000 miles, replacement of the generator brushes, and replacement of a nut on the petcock drain of the crankcase.

During the first 2,000 hours of the run, the boys did not leave the car except as one of them was forced to run alongside in changing a tire or wheel. They secured their only exercise on top of the car. Later each boy spent a portion of his "relief" dogtrotting at its side.

CROSS-ROAD PRIORITY.

WHAT IS THE ACTUAL POSITION?

For years past uncertainty has existed as to the rights and duties of vehicle drivers at cross-roads.

In Scotland there has been legal decision to the effect that a large degree of priority must be conceded to main-road traffic. In England and Wales no such priority has existed, though it has been recognized that a driver emerging from a small road on to a main thoroughfare must exercise proper caution.

It was hoped that in the Highway Code some definite ruling on this important matter would be included. Instead of this, we find in the Code that "no vehicle has a right of way at cross-roads, but it is the duty of a driver on a minor road when approaching a major road to go dead slow and to give way to traffic on it." It would be interesting to know precisely what this means, for it appears to be a contradiction in terms.

According to the Code, a main-road driver has no right of way, yet the driver on a minor road has to give way to him. If this does not represent right of way for the main-road driver, it is difficult to say what it does imply. Admittedly, the main-road driver is told that he must "always keep a sharp look-out and drive cautiously at cross-roads and road junctions," but, provided that he uses care, he seems definitely to be given the priority which is certainly his due. It would, we think, be well that an attempt should be made to clarify the position which it is liable to leave a good many road users in a state of bewilderment.

THE LIGHTER SIDE.

The salesman had spent some time in trying to turn a customer's attention from the "baby" models to the higher price cars. The customer argued that the little ones did all that the larger models could do.

The salesman assured the man that he had tried both; and the large car that he was then using was infinitely superior.

Not to be convinced, the customer continued to argue until the retorts became quite heated.

At last he walked towards the door and said that he would purchase a "baby" elsewhere.

"Very well," said the exasperated assistant, "then the main difference will simply be that I get into my car and you wear yours."

Fair Prospect: "And has this model all of the latest improvements?"

Salesman, bowing: "Everything, madam, but a beautiful owner."

Purchaser: "What is the charge for this battery?"

Garage hand: "One and a half volta."

Purchaser: "Well, and how much is that in American money?"

TRACTOR EXPERIMENTS.

CITROENS SCORE A BIG SUCCESS.

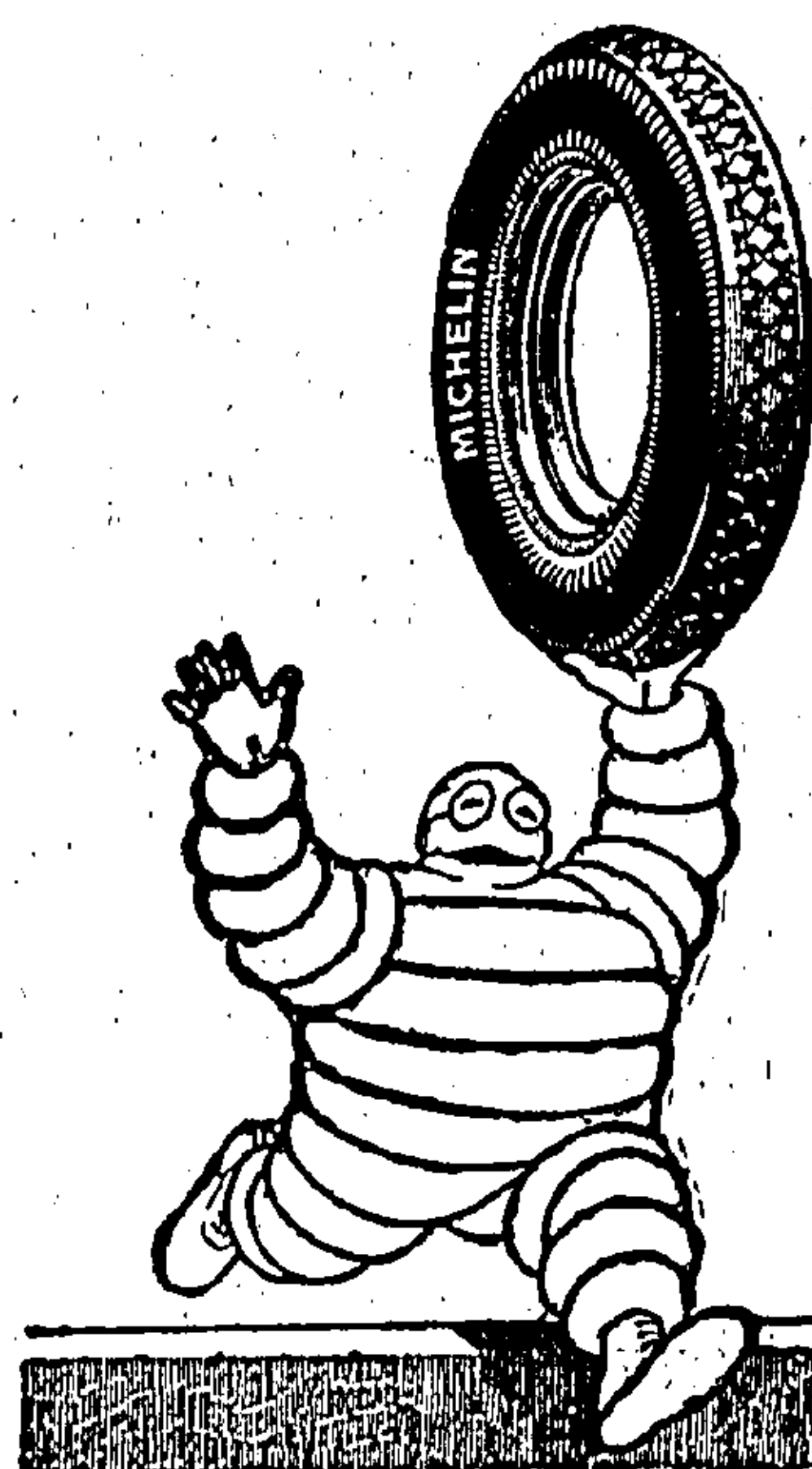
Every year the French military authorities hold a competition between different types of tractors, to make special awards for those makes which prove eminently efficient. This competition is made up of a series of performances controlled by the military authorities.

This year the tests were held near army camps, where the nature of the ground and the grades were particularly difficult for any machine. For three weeks, working 10 and 12 hours per day, in abominable weather, Citroen sturdy caterpillars, conquered admirably the most difficult and diverse tasks: hauling artillery of two to four tons, detours through mud, scaling precipitous hills, tests of reconnaissance, liaison, etc.

At the end of these exciting tests, the competing cars were ordered to return to the military field for complete examination. Some were towed in, but the Citroens returned under their own power, and were the only ones which gave entire satisfaction throughout all the tests, and were found to be "ready for more punishment."

These results formed one more outstanding success to add to the generous number already enjoyed by these tractors.

MICHELIN THE NON-SKIDDING TYRE.



Distributors:

Tel. 22221. A. GOEKE & Co. Tel. 22221.

China Building, 4th Floor.

DEPOT FIAT GARAGE:

Tel. 24821. 350, Hennessy Road. Tel. 24821.

We give free tyre service to Michelin owners at our Depots.

LATEST GRAMOPHONE RECORDS

are obtainable at

THE WING ON CO., LTD.

(Music Department)

Prepaid 3 insertions
25 words \$1

PREMISES TO LET.

ATTRACTIVE Three and Four Roomed FLATS in HUNG HING BUILDING, KOWLOON. Also Two Roomed FLAT in NATHAN ROAD. All Modern Conveniences. Apply HUNG HING ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDING. [243]

TO LET—PRINCE EDWARD ROAD, KOWLOON. 4 Roomed FLAT with All Modern Conveniences and Garage. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th floor, FRENCH BANK BUILDING. [249]

GODOWN To Let on MAIN ROAD PRATA EAST. Solidly constructed Two Storey Building. Area: 5,000 square feet. Reasonable Rent. Apply to: Box No. 625, c/o Hong Kong Daily Press. [625]

TO LET—PRINCE EDWARD ROAD, KOWLOON. Detached EUROPEAN HOUSE with all Modern Conveniences and Garage. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, FRENCH BANK BUILDING, 4th Floor. [669]

TO LET—Newly Built Modern GODOWN about 4,500 Square Feet on CANTON ROAD. Behind the HONGKONG AND KOWLOON GODOWN COMPANY'S GODOWNS. Facility for Loading and Unloading from CANTON ROAD. Apply to Box 652, c/o Hong Kong Daily Press. [652]

TO LET—PRINCE EDWARD ROAD, KOWLOON. Semi-detached EUROPEAN HOUSE with all Modern Conveniences and Garage. Rent: \$175.00. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, FRENCH BANK BUILDING, 4th Floor. [685]

ATTRACTIVE New 4 Roomed FLATS at 31, VILLAGE ROAD, HAPPY VALLEY. Modern Sanitation, Garage, Teakwood Floor, Gas Connection. Cool and Good Locality. Apply Second Floor. [779]

FURNISHED FLAT, MAY ROAD. To Let for Six Months from JUNE 1st or END of MAY. Apply Box 703, c/o Hong Kong Daily Press. [703]

TO LET—In Kowloon, immediate possession Near Star Ferry in Cool and Quiet Locality. Furnished and Unfurnished EUROPEAN FLATS with all Modern Accommodation and Plans. Thoroughly renovated. Rent very Moderate. Also for immediate possession a Flat of Two Rooms. Furnished or Unfurnished, in Palace Hotel Building, with Two Bathrooms, Kitchen, etc. Apply to H. RUTONJEE, 39, HAIPHONG ROAD, KOWLOON. Tel. 57540.

PRIVATE HOTELS.

CLAREMONT PRIVATE HOTEL, 107-113, Austin Road, KOWLOON. Overlooking Kowloon Cricket Club, Single, Double and Suites of Rooms. Modern Sanitation, Hot and Cold Water. Excellent Cuisine. Address Enquiries to Miss ELLIS.

DERRINGTON PRIVATE FAMILY RESIDENCE, 3, Bowen Road, situated on Mid-levels in Large Grounds Next to Bowen Road Station, with Easy Access to Town. Cool Single and Double Rooms with Bathrooms attached. Modern Sanitation. Phone: 24237.

PREMISES WANTED.

WANTED—Four Roomed FLAT must be fitted with Modern Conveniences. HAPPY VALLEY or CLAREMONT BAY DISTRICT. Write Box 706, c/o Hong Kong Daily Press. [706]

FURNISHED HOUSE or FLAT MIN-LEVELS or FLAT from OCTOBER 1931 to APRIL 1932. Write Box 717, c/o Hong Kong Daily Press. [717]

CLASSIFIED ADVERTISEMENTS.



'Phone your advertisement, we'll
do the rest!

DAY:
30251

Billiards



Billiard Tables and Cushions re-covered and Cushion Rubbers replaced. Expert Work and Satisfaction guaranteed at Low Cost. HONG KONG PUBLIC BILLIARD SALOON, 193, DES VŒUX ROAD CENTRAL (Near WORLD THEATRE), Phone 20045.

Cars



HONGKONG HOTEL GARAGE

FOR CAR HIRE

P H O N E
For HONG KONG: 24758
For KOWLOON: 57374

NIGHT:
24511

Permanent
Waving

Louis

FRENCH HAIR DRESSER FOR LADIES
King's Theatre Building, 4th Floor.
PHONE 27411.

POSITION VACANT.

WANTED by Old Established Firm, Energetic and Trustworthy SALESMAN REPRESENTATIVE (Bairist), with Knowledge of the Art of Advertising. To work in Hong Kong and Outports. Salary and Commission not less than \$700 Per Month Rising to \$1,000. Apply to Box 683, c/o Hong Kong Daily Press. [683]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below—
SITUATIONS VACANT. **HOUSES AND APARTMENTS TO BE LET**
HOUSES AND APARTMENTS WANTED. **MISCELLANEOUS WANTS.**
When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.
All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.

Please insert.....times. Enclosed.....in payment.

Signature.....Address.....

Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Lee House Street or P.O. Box 1.

Charges collected
25 words \$1.50

Printing



PRINTING—Menu Cards, Dance Programmes, Invitation Cards, Bridge Scores. Write Box 657, c/o Hong Kong Daily Press. [657]

Tailors



ESTABLISHED 1868.
Tak Cheong
Gentlemen's Tailors, Outfitters and Dealers in all kinds of Fancy Goods
50, QUEEN'S ROAD CENTRAL
PHONE 21317

HAVE YOU ORDERED YOUR WHITES?

PERFECT FIT GUARANTEED,
PRICES REASONABLE.

WING HING CO. TAILORS.

64, QUEEN'S ROAD. PHONE 21417.

Kodaks

Materials & Finishing



A. TACK & CO.

The most up-to-date
Photo Supply House
in the Colony
Developing, Printing
and Enlarging
Satisfactorily done.

26, DES VŒUX ROAD CENT.
TEL. 20945.

WANTED.

WANTED an American make Motor-cycle, Harley-Davidson preferred. Must be in Good Running Condition and Fully equipped for Road Work. Write stating price, etc. to Box 723, c/o Hong Kong Daily Press. [723]

WANTED to buy Second-hand. A CINE KODAK CAMERA. Please write stating price etc. to Box 724, c/o Hong Kong Daily Press. [724]

FISHING FLEET PARDON.

BLESSING FOR MEN AND SHIPS IN GRIEF-STRICKEN PORT.

St. Malo (France).—Hardy Breton fishermen, manning the cod fleet which fishes on the Newfoundland banks, are to sail soon. So one day last month men and ships took part in the annual "pardon," the picturesque ceremony of the blessing of the fleet as it lay at anchor in the harbour of St. Servan.

The ships were decorated, and while the men whose lives are spent in these stout fishing vessels knelt on the decks in prayer, the Bishop of St. Malo passed along the lanes of ships in a pinnace and gave his blessing to men and craft.

On the hillside above the harbour women and children watched the time-honoured ritual and prayed for the safety of their men while at sea.

The St. Malo fleet this year which will sail for the banks of (Continued at foot of next column.)

LORD IRWIN: A TRIBUTE.

(Continued from Page 1.)

Imperialists who can recall the glamour and glory of Curzon will shudder. At the same time, it is that innate spirit of friendliness which in the last two months has saved India for the Empire.

Lord Irwin's further triumph has been that while gaining the affection of the Indian nationalists he has retained the respect of the English residents.

Though he has gone further in conciliation of Indian sentiment than any Viceroy before him, there is hardly a murmur against him from Cape Comorin to the Khyber.

They have known that on essentials he would stand firm. On the police inquiry, for instance, which would have put the law keepers at the mercy of the law breakers, he was adamant. In the case of a recent execution he refused to grant a reprieve though he was threatened in consequence with an outbreak of disorder all over India.

Courage and Vitality.

He has, too, the ordinary qualities which everybody admires.

His train was bombed when coming into Delhi station a couple of years ago and the carriage next to the one in which he was sitting was blown up. I am told that his only comment was: "Well, this will make my interviews with the Congress leaders easier this afternoon."

Though he has been under the shadow of assassination for five years, I do not believe that he has given it a moment's thought.

All his life he has had to struggle against the disability of a withered hand. This has not prevented him taking part in every kind of sport.

In his off moments it is always the company of the young that he seeks out. In Delhi recently a paper-chase on horseback was organised by the bright young things of Delhi society, and the Viceroy was foremost in the field.

It is whispered that the game of "Murder," which, I believe, is an English importation, is not unknown in Viceregal drawing rooms.

It is comparatively easy to turn back the pages of the last five years and point out where Lord Irwin made mistakes. Mistakes are always easy to prove when the answers have already been provided by them.

On the whole, it has been the most difficult and the most successful Viceroyalty of the century.

Nor must it be forgotten that Lord Irwin was enormously helped in his work by his young and pretty wife.

Her ease of manner and unaffected kindness did much to humanise the elaborate pomp and ceremonies inseparable from Viceroy's palaces.

In a country too, where the wives of English officials do not take perhaps very readily to social work, Lady Irwin set a magnificent example of untiring effort.

Her work for the spread of the elementary principles of hygiene in the villages of India, most of them incredibly backward, will be an abiding memorial of her activities.

What of Lord Irwin's future? Under a happier dispensation he might have proved himself the very man in the clamour and confusion of English politics to lead a real national party. But, alas, he has left the Commons for ever. The gilded prison doors of the Upper House will soon be clanging behind him.

Newfoundland is a shadow of the little armada which sailed away from port here last year.

Terrific gales and storms took heavy toll last autumn in the villages of the Breton coast. Scores of boats were lost, and 200 men were drowned, men and boats who would have taken part in the spring cold-fishing off Newfoundland.

After the "pardon," women and children and townsfolk formed a procession to St. Malo Cathedral, where, in another service, further prayers were offered for the safety of the fleet.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY
PUBLIC AUCTION

ON

THURSDAY, MAY 14, 1931.

COMMENCING AT 11 A.M.

AT THEIR SALES ROOM,
4, DUNDRELL STREET,

1 CASE OF PATENT LEATHER
1 SEARCHLIGHT
2 BALES WHITE MECHANICAL
BLOTTING PAPER
446 PAIRS LADY RUBBER SHOES
2 CASES TOILET SOAPS
2 ELECTRIC TABLE FANS

and

A QUANTITY OF
MISCELLANEOUS GOODS AND
SAMPLES, Etc., Etc.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.
AUCTIONEERS.

A Teaspoonful



OF SO

makes a

Whisky

and Soda

A Great

Thirst Quencher.

COMING ???



WASTED SOVIET'S GRAIN.

10 EXECUTIONS ORDERED.

Moscow.—Ten persons have been sentenced to be shot and fifty-eight to various terms of imprisonment on a charge of disorganising the grain trade and supply. This was the verdict at the end of a ten days' trial by a court of the Ukrainian town of Dniepropetrovsk, formerly Ekaterinoslav.

According to an account published here to-day, the accused wasted the grain intended to supply the proletarian centres, released the kulaks (the wealthier peasants) from their obligations to deliver fixed quantities of grain, and last year alone misappropriated over a hundred thousand pounds of bread.

The head of the State Planning Commission, V. V. Kuibishev, addressing a conference of scientists here, announced that a new Five-year Plan of greater dimensions than the present will begin in 1933. It is assumed that the first plan will be finished ahead of time, which is the end of next year. Kuibishev predicted that Russia at the end of the new plan would be the greatest metal-producing country in the world, and would increase its supply of electrical energy eight to ten times as compared with the present.

CENTRAL THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

THE PARAMOUNT GREATEST
PICTURE THRILL OF 1931.

PLENTY OF TIGERS AND
LEOPARDS AND ORANG-
UTANGS.



5,000 miles
from safety
...you'll fight
for your life
...with
RANGO
A Paramount Picture

ERNEST SCHLOSSER
brings you this real
and thrilling drama
from a hidden corner
of the world!

STRANGER THAN FICTION
AND TEN TIMES MORE
THRILLING.

A GREAT ADVENTURE
PICTURE FOR BOTH
YOUNG AND OLD.

School Masters may arrange
with the Management for
Special Tickets of Admission
at 20 Cents Each
for their Pupils to see
"RANGO"

NEXT CHANGE



BEAU BANDIT

Booking at Anderson's and
the Theatre (Tel. 25720).

KILLGERM
THE PERFECTION OF
DISINFECTANTS

SEND YOUR ENQUIRY TO THE
ACTUAL MANUFACTURERS

THE KILLGERM CO LTD
CLECKHEATON, ENGLAND

THE SILVER SCREEN.

QUEEN'S THEATRE.

"PAID."

"Paid," which is at the Queen's Theatre as Joan Crawford's latest talkie, has everything to recommend it in the way of being first rate entertainment.

Its story moves along at break-neck speed from its engrossing courtroom scene opening to the dramatic conclusion. Every member of the cast is perfectly suited to his or her role and the direction of Sam Wood is exceptionally good.

The story revolves about a girl who is sent to prison although innocent of the charge, and her subsequent attempts to get even with society make her an unusually engrossing plot.

Miss Crawford has never been seen to better advantage and splendid work is done by Robert Armstrong, Marie Prevost, Kent Douglas, John Miljan and Robert Emmet O'Connor.

"HELL'S ANGELS."

Frank Clark, Roy Wilson, Maurice "Loop the Loop" Murphy, Leo Nomis, Frank Tomick, Al Wilson, Roscoe Turner, and many others, are among the noted air devils who performed in the film thriller.

Clark is considered the ace of stunt-fliers, having won more prizes at air meets than any other aviator in America. Murphy is regarded as the best "loop" and "tailspin" artist in the business. Wilson and Nomis are ranked among the most daring and expert stunt men in the United States, and Tomick was one of America's foremost flyers during the World War.

More than 200 pilots, in all, took part in filming the air sequences of Hell's Angels.

CENTRAL THEATRE.

"RANGO."

"Rango" had its premiere at the Central Theatre yesterday, all four shows being fairly filled.

Fascinating in its tenderly interesting story, gorgeous in its wild beauty, and superlatively funny, "Rango" tells the story of a Sumatran native and his little boy, of their neighbours, an old Orang-Utan and his mischievous youngster, man and ape living side by side in the jungle, facing the same perils, sometimes bickering, as neighbours do, but each little family sympathetically interested in the other.

"Rango" is bristling with suspense. A deadly python, slithering silently through the night; a lithe black panther lurking in the shadow; a pair of marauding tigers stalking the jungle trails, striking fear into the hearts of the jungle folk—such moments as these sharpen the drama of "Rango."

And for a climax—a scene no camera has ever caught before—a battle to the death between two maddened beasts.

A terrifically stupendous film.

ANTI-TORPEDO
INVENTION.

BELGIAN OFFICER'S
CLAIM.

Brussels, April 10.—King Albert will grant a special audience next week to the Belgian artillery officer, Major Van Rollegheem, who, it is stated, has made a remarkable discovery which may have far-reaching effects on naval warfare.

During his audience at the Royal Palace, Major Van Rollegheem will explain to the King how he has discovered the means of protecting warships from modern torpedoes. Secret tests which have been carried out at Ostend have proved successful.

Major Van Rollegheem, by means of a special apparatus is stated to be able to protect by two methods a man-of-war threatened by a torpedo: firstly he can cause the explosion of the torpedo, before it reaches its objective, at such a distance from the ship that the explosion cannot damage the vessel. Secondly he is able to alter the course of the torpedo so that it misses the ship. The second result is said to be attained by the use of compressed air.

A torpedo, it is claimed, can be detected on board the vessel and against which it is fired by means of a special apparatus which automatically works the anti-torpedo system.

Major Van Rollegheem will show King Albert reduced models of his invention. These models will then be sent to Paris and will be examined by the French Ministry of the Navy.

It is also stated that the British Board of Trade has requested Major Van Rollegheem to show his invention in London.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

"FAST AND LOOSE"

A Paramount Picture

"A NEW
ANGLE ON
THE MAD
MODERNS!"



FEATURING
MIRIAM HOPKINS — CHARLES STARRETT

NEXT CHANGE

COMMENCING TO-MORROW.

"UNDER SUSPICION"

FOX MOVIE TONE SONG ROMANCE OF THE NORTHWEST.

FINAL
SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.30
TELEPHONE: 25313, 25330.

Making love with
to-day's youth!
See how
youth takes its
fling now-a-days.

TAKE ADVANTAGE OF THIS USEFUL SERVICE.

Take some chocolates with you when you leave for Home. There'll surely be occasions during the journey when they'll be welcome, and if you go by the Siberia route chocolate is almost a necessity.

If you take advantage of this convenient delivery service all you need to do is write a note to Nestlé's, P.O. Box 351, Hong Kong, enclosing your card and \$5 or \$10 and mentioning whether you would like milk or plain chocolate or bonbons with assorted centres. Give the name of your ship and your cabin number, and a suitable selection of Nestlé's delicious fresh chocolates, to the value of your remittance, will be delivered on board without extra charge. If you have friends going away, they would appreciate a farewell gift of Nestlé's Chocolates.



NESTLÉ'S
CHOCOLATES.

Packed Specially for the Tropics.

LORD BYNG AND THE
WEST END.

A NEW CHIEF AT VINE
STREET.

The first appointment made by Lord Byng since his return to Scotland Yard concerns the Vine Street Division, which has been largely responsible in the past two years for the "cleaning up" of the West End. Night-watchmen have figured prominently in the process.

Lord Byng has appointed Supt. Bertrand Robertson, of the "K" (Lime-house) division to succeed Supt. Con-cannon, who retired several weeks ago. The appointment is one of the most important in the Metropolitan Police Force.

Supt. Robertson, who is 33, joined the force as an ordinary constable in 1899.

He served for a time at Scotland Yard, and has been sub-divisional inspector in several divisions. Later he was promoted chief inspector of Kentish Town division, and then

became superintendent at Lime-house.

There he has come into close contact with aliens and drug traffickers, upon whose activities a close watch has been kept in the last few years.

On two occasions he has advised in reorganisation schemes in outside forces. In 1919 he went to Malta, where he advised the Maltese Government, and in 1921 he was sent to Ireland in an advisory capacity to the Royal Irish Constabulary.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355-METRES.

REV. FR. G. BYRNE ON "OUR
EMOTIONAL LIFE."

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.

1 p.m.—Local time, weather report.
Relay of the speech from the Rotary Club given by Rev. Fr. G. Byrne on "Our Emotional Life."

1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.

3.30 to 6.30 p.m. (approx.)—Relay of Mr. Harry Ore's farewell concert from the Helena May Institute.

6.30 to 8 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.

8.30 to 9.51 p.m.—

Organ Solos.

"Roses of Helder" (Weatherly and Wood).—Jesse Crawford.—20110.

"At Dawning" (Eberhart-Cadman).—Jesse Crawford.—20110.

"Oh! Promise Me" (Scott-De Koven).—Jesse Crawford.—20,000.

"Because" (Teschemacher-D'Har-det).—Jesse Crawford.—20623.

"Poem" (Fibich).—Reginald Fort.—B2399.

"An Autumn Serenade" (Becc).—Reginald Fort.—B2398.

7 p.m.—Stock quotations.
6.51 to 7.10 p.m.—"L'Arlesienne" (Bizet) played by Leopold Stokowski and the Philadelphia Orchestra.—M-62.

7.10 to 7.51 p.m.—

Musical Comedy and Talkie, Tunes.

Gems from "No, No, Nanette."—Victor Light Opera Company.—35753.

Gems from "Rose Marie."—Victor Light Opera Company.—35756.

Selections from "Blue Eyes."—The New Mayfair Orch.—C1510.

Selections from "This Year of Grace."—The New Mayfair Orch.—C1510.

Gems from "The New Moon."—Victor Light Opera Company.—35969.

Gems from "Whoopie."—Victor Light Opera Company.—35960.

Selections from "Hit the Deck."—Savoy Orpheans.—C1408.

Selections from "Show of Shows."—New Mayfair Orch. with Edward O'Henry (Organist).—C1897.

7.51 to 9 p.m.—

"A Day in Venice":
(1) "Dawn."—Victor Salon Group.—9478.

(2) "Gondoliers."—Victor Salon Group.—9478.

(3) "Venetian Love Song."—Victor Salon Group.—9478.

(4) "Good Night."—Victor Salon Group.—9478.

9 p.m.—Local time and weather report.

8.05 to 11.30 p.m.—Ko Shing Theatre relay.

11.30 p.m.—Close down.

CENTRAL HEATING FOR
CONVICTS.

HOME SECRETARY'S VISIT
TO DARTMOOR PRISON.

Mr. Clynnes, Home Secretary, who recently visited Dartmoor convict prison, stated that he came away with the feeling that Dartmoor was a much better place for the purpose of the correction and improvement of the individual criminal than the public ever imagined.

The best thing that one could now say about Dartmoor was that it was only half full. The prison had a capacity for nearly 1,200 convicts.

"I am satisfied," he continued, "that the less physical punishment we inflict upon men who must be put under restraint the less likely they are to feel sensations of revenge and vindictiveness when again they are released for social life."

"In respect to conditions of discipline and efforts at education, there is something answering to the Public School method."

"Central heating is being completed now. The work is in the main being done by the prisoners themselves. The conditions of prison comfort relating to food, sleeping accommodation, and exercise are as good, if not better than the conditions which many poor working-class people have to endure."

"In describing the conditions I would like to avoid conveying the impression that there is anything in the nature of pampering or of hand-feeding of men in such a soft and gentle way as to predispose them to come back again."

MOVIE LAND FEATURES FOR THE WEEK

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

SHE
OUTWITTED
THE LAW
BUT
YIELDED
TO LOVE!



Three years in prison
—then Love cheated
her of her revenge!

**JOAN
Crawford**

The beautiful star in her
most thrilling role—

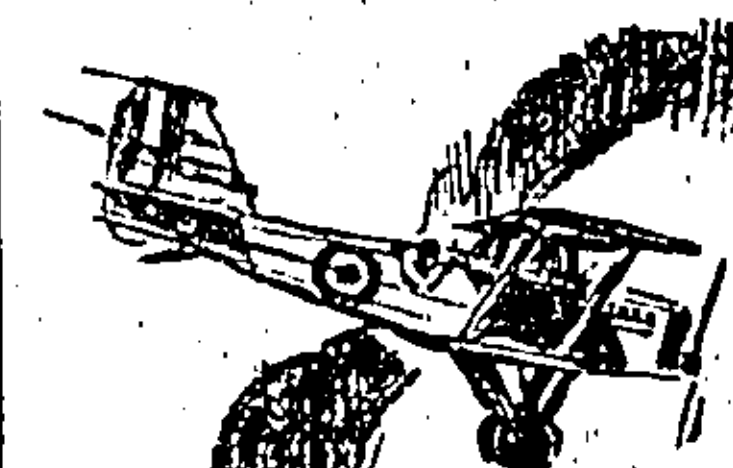
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The first multi-million
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with
JEAN HARLOW
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PICTURE

YOU MUST SEE



The improved
"MACNOVA"
 Waterproof

An easy fitting light weight waterproof cut on generous lines, has through pockets, storm collar and lined over shoulders.

Details of make and finish are given more than usual attention in the manufacture thus providing the acme of weather-proof coats.

We confidently recommend the "Macnova" Waterproof, and will replace any coat which fails to give complete and absolute satisfaction.

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Less 10% cash discount

OTHER QUALITIES

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Mr. Cosmo Hamilton,
 the well-known
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"Sanatogen gives me
 the strength to do
 twice as much twice
 as well. It is to the
 brain and nerves
 what petrol is to the
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BANISH FATIGUE

Sanatogen increases your energy amazingly. It banishes fatigue and leaves you at the close of the day's work with a splendid reserve of energy to enjoy your leisure hours to the full.

Sanatogen is a mighty restorer of energy—recharging every cell of your body and nerves with the very building materials of health.

Give this famous nerve-food a trial—buy a bottle to-day.

SANATOGEN

The True Tonic-Food
 At all Chemists and Stores.



SPECIAL VALETARIA SERVICE.

Commencing at No. 2, Peninsula Hotel Arcade and No. 364, Nathan Road (next door to Majestic Theatre), May 1931.

THE STEAM LAUNDRY CO.

Head Office and Works:—Tel. 57032. Kowloon Hotel Depot, Hankow Road.

Hong Kong Depot:—16, Stanley St. Tel. 21279.

Peak Hotel Depot.
 Hong Kong Hotel (Visitors only).

**ODE TO THE SHARE
 MARKET.**

Now is the summer of the Broker's joy,
 When punters, cash or none, full
 funds employ.

Investors, at long last, contempt.
 Investors, at the long last, contempt.

And scorn pour on the one per cent.
 Come! come! ye stocks,
 (With dividends or no.)

Rise ever higher; to the buyer
 show,

Boldness shall ever pay!

What time the hapless bear,
 He who a fortune builds on each
 depression,

Slinks him through Ice House
 Street,

Face lined with care.

In vain he schemes the jovial bull's
 repression.

Investments! Soar!

Eke shares of sprightlier mien,
 The kind buoyancy and strength
 can glean

From every whispered breath or
 meaning glance

Of dear Dame Rumour! Values
 shall enhance.

Dairies or Docks. Your choice can
 hardly matter.

Ye nimble Ropes, (especially the
 latter.)

Rise ever higher, while the much
 sought Coments

Enter the giddy race with Pro-
 vidents.

Electric! Ancient pride of the
 Rialto

Sing once again, "con molto
 agitato."

White China Lights, you've oft
 proved such a prize,

That *musée* dividend, you just
 must rise!

Hong Kong and Kowloon Wharves.
 Why lag behind?

Follow the lead of Lands. With
 contracts bind

The hopeful wights to buy you for
 September.

(In case and tales of June they
 yet remember.)

See with what glee each bullish
 heart now swells

When thinking at what rate he
 bought Hotels!

All! All! I conjure you, without
 delay.

Speed ever upwards! Just one
 thing I pray.

By way of grateful gesture for my
 rhyme,

Keep me in mind that I may sell
 in time.

MOTOR-CYCLE FATALITY.

**SOLDIER DRIVER
 EXONERATED.**

Mr. E. W. Hamilton sat as Coroner at Kowloon Magistrate's yesterday when an inquiry was held into the death of Wong Shui Nam, aged 72 years, who was knocked down by a motor-cycle, driven at the time by Pte. Ian Henderson, of the Argyll and Sutherland Highlanders, on April 14.

It was stated that all the eye-witnesses had, since the day of the accident, gone back to the country so that Pte. Henderson was the only one who could be put into the box. The statements made by the witnesses, who were now absent, were read to the jury.

Dr. Uttley, of the Kowloon Hospital, gave medical evidence, after which Pte. Henderson went into the witness-box where he told his story. He said that he was driving his machine along Nathan Road towards the Star Ferry when he saw a Chinese boy riding a tricycle with a carrier coming in the opposite direction. In order to avoid the boy who seemed rather uncertain as to where he was going, witness had to swerve to the left and the next thing he knew was that he was in hospital. He did not know that he had knocked anyone down until he was told by Sergt. Clark.

Witness continued that he assumed that he must have shot over the handle bars when his machine stalled; as far as he remembered, he did not see anyone on the left-hand side of the road when he swerved.

After police evidence had been taken, the jury retired and returned with a verdict of "Accidental Death," adding that no blame was attached to Pte. Henderson.

**C.P.R. ATLANTIC
 PLANS.**

**COSTLY NEW FLEET
 UNLIKELY.**

Officials of the Canadian Pacific Railways have expressed astonishment at the reported intention of their company to order five more large liners at an estimated cost of £10,000,000.

It was pointed out that the completion of the Empress of Britain, the magnificent 42,000-ton ship which will shortly sail on her maiden voyage, might be taken as rounding off the large building programme upon which the C.P.R. embarked soon after the war.

As a consequence of this programme the company is now in possession of a fleet of first-class ships which will, it is believed, satisfy requirements for some years to come.

In the opinion of all shipping experts the building of large, high-speed liners for the North-Atlantic routes has practically reached saturation point. Owing to industrial depression in the United States and Europe the volume of passenger traffic on these routes has decreased very considerably, and there is no immediate prospect of a recovery.

In these circumstances it is extremely improbable that the C.P.R. has any intention of ordering a new batch of costly liners in the near future.

The Cunard Line, it is true, contemplates the building of a second giant vessel, similar in all respects to the 73,000-ton *Leviathan* now on the stocks at Clydebank. As the Cunard chairman, Sir Percy Bates, explained in his speech at the annual meeting recently, these two ships will enable a weekly express service to be maintained between Southampton and New York, whereas the present service necessitates the operation of three vessels.

FAREWELL CONCERT.

TO BE GIVEN BY MR. HARRY
 ORE TO-DAY.

A farewell concert will be given by Mr. Harry Ore in the Helena May Institute this afternoon, at 5.30, when the programme will be as follows:—

I.—(Pupils).

1. Polonaise in C sharp minor, (Chopin).....Miss Marie Alves
2. Negro Dance (Coleridge-Taylor).....Miss Doreen Ma
3. (1) Nocturne in C sharp minor (Chopin),

(2) The Autumn (Moszkowski),

Miss Daisy Ma

4. Fifth Valse (Chopin),

Mr. Antonio Tubino

II.—(Hong Kong Trio).

5. Trio in D minor (Arany):

(a) Allegro moderato

(b) Scherzo,

(c) Elegy,

(d) Finale,

Messrs. H. Ore (Piano), F.

Gonzales (Violin), L.

Szento (Cello).

III.—(Mr. H. Ore).

6. Sonata Appassionata (Beeth-

oven.)

7. Cradle Song (Tchaikovsky.)

8. L'isle joyeuse (The Isle of Joy)

(Debussy.)

9. South China Fantasy (H.

Ore.)

10. Soiree de Vienne (Schubert-
 List.)

EXPENSIVE PASTIME.

YOUNG APPRENTICE FINED.

A young Chinese apprentice, of the Kowloon-Canton Railway, was charged before Mr. Hamilton yesterday with breaking two panes of glass on a China Motor Bus Company vehicle in Gascoigne Road, near Club de Recreo, on Saturday.

The defendant denied the charge, saying that when he got to the scene the bus officials had already got hold of another man. He went to this fellow's assistance whereupon the latter was released and he was arrested instead.

After the bus driver had given evidence, the Magistrate remarked that the story for the prosecution was very clear and fined the defendant \$40, at the same time ordering him to pay \$10 compensation to the Company.

**HIRED HIS OWN
 MURDERER.**

**INSURANCE FRAUD TO AID
 FAMILY.**

Budapest. — A ruined company director's scheme to secure insurance money for his family by hiring a man to kill him has just been revealed here.

The man killed the director: suspicion killed the scheme.

Rudolph Steinherr, returning by train from Budapest to his residence at Keeskemet, was found in a first-class compartment with severe injuries to his head. He died the next day, after declaring that he had no clue to the identity of the person who attacked him.

£10,000 Policy.

Suspicion was aroused when it became known that Steinherr, formerly a very wealthy man, had insured himself against death at the beginning of this year for £10,000. The policy was due to expire on April 4.

It was learned that in the same train as Steinherr travelled a Keeskemet carpenter's assistant, Frederick Fischl, and suspicion fell on him when inquiries revealed that he had disappeared.

A search was begun and the Vienna police arrested Fischl, penniless and shivering on a park bench.

Fischl at first denied all knowledge of the crime, but later confessed.

He said that Steinherr, ruined and summoned to appear at the Criminal Court, hired him to kill him.

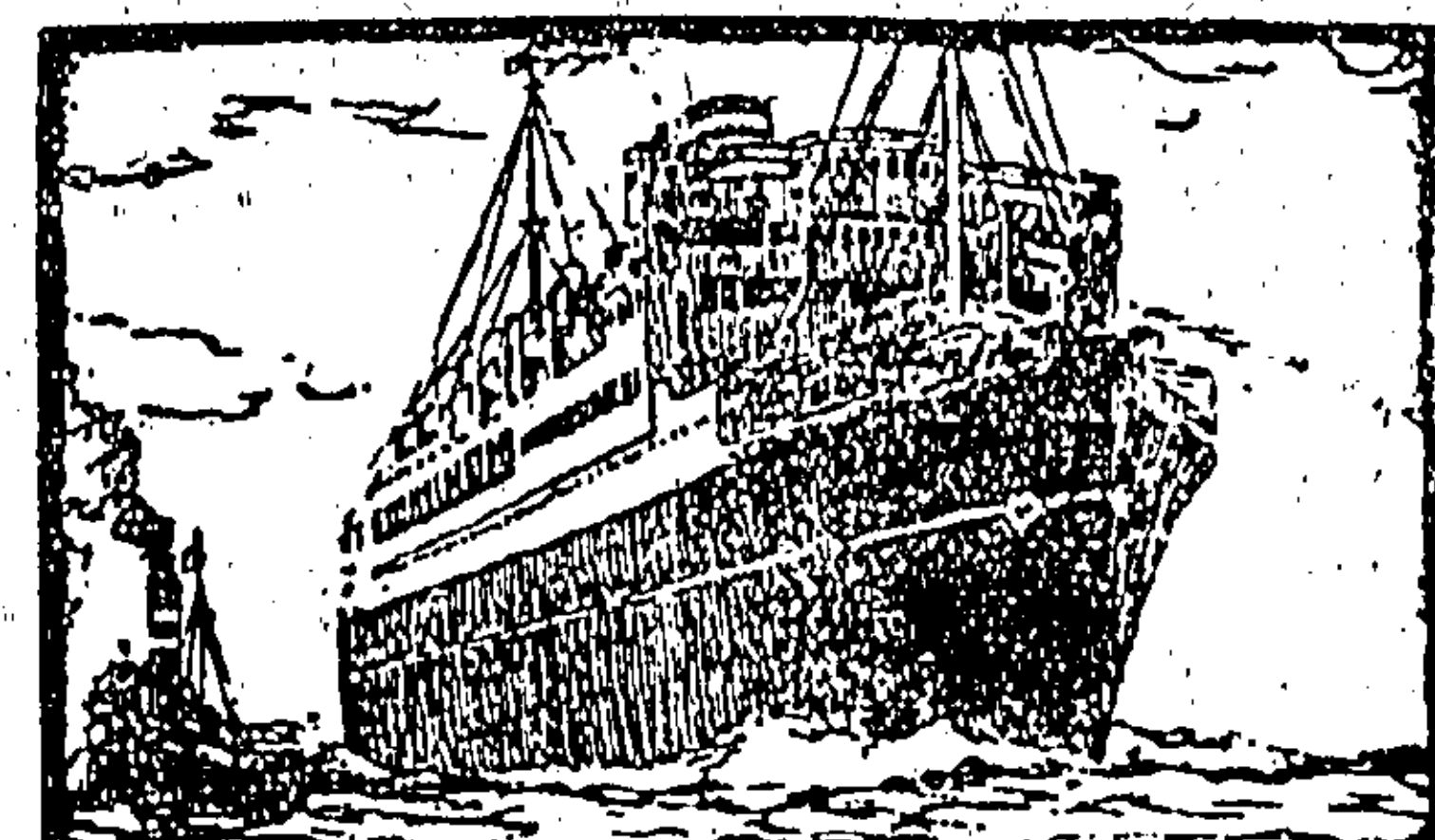
On Tuesday, March 31, Steinherr brought Fischl to Budapest, and it was arranged that he should be killed with a mallet.

False Address.

After carrying out the grim bargain, Fischl travelled to Vienna, Steinherr having provided him with travelling expenses. The director also gave him a watch for which he was to receive £1,000 at an address in Vienna.

Fischl was unable to find the address and, left without money, he tramped about until he was arrested.

An exhumation has been ordered with the object of ascertaining whether before his death Steinherr took drugs.



To counteract the enervating Summer
 Try a Holiday trip to Japan!

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 Reduced First Class
 SUMMER EXCURSION TICKETS**

Hongkong to Nagasaki and return Y168

Hongkong to Moji " 190

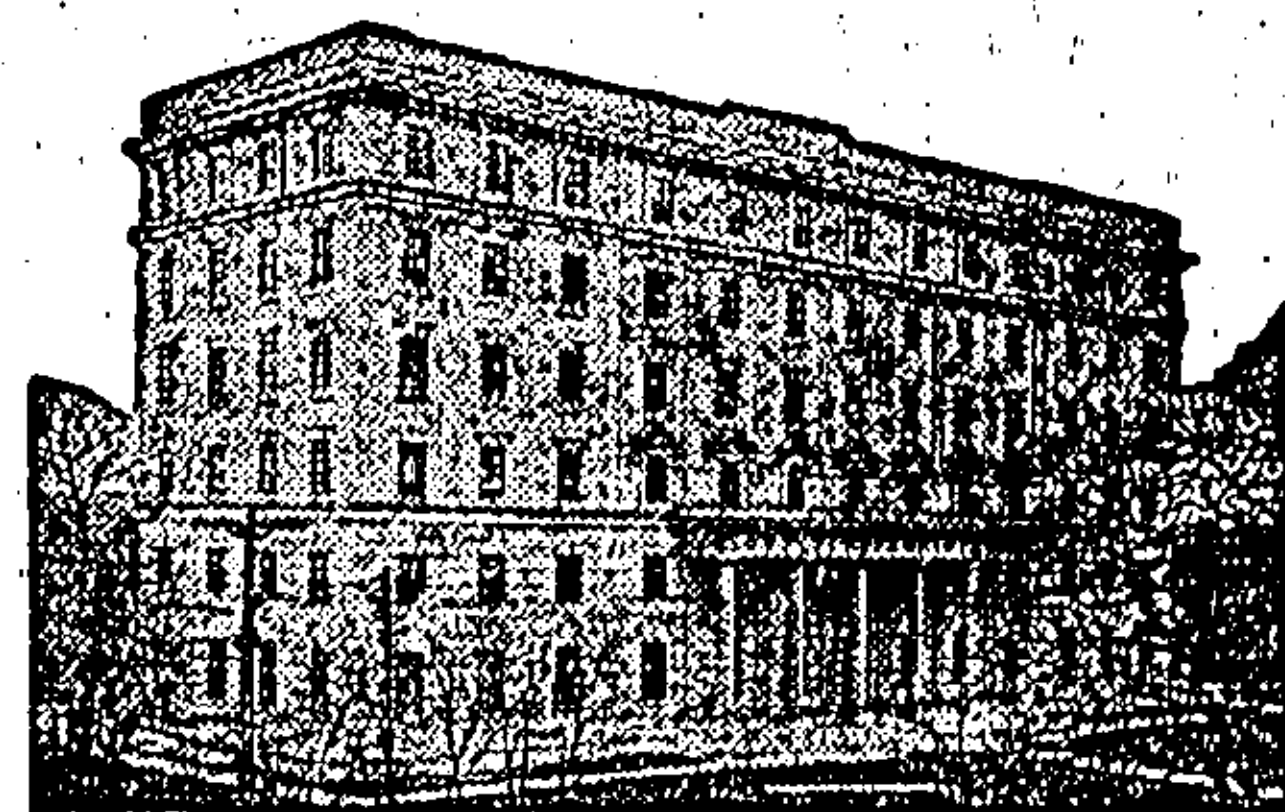
Hongkong to Kobe " 210

Hongkong to Yokohama " 232

Period of application—June 15th-September 15th.

Frequent sailings.

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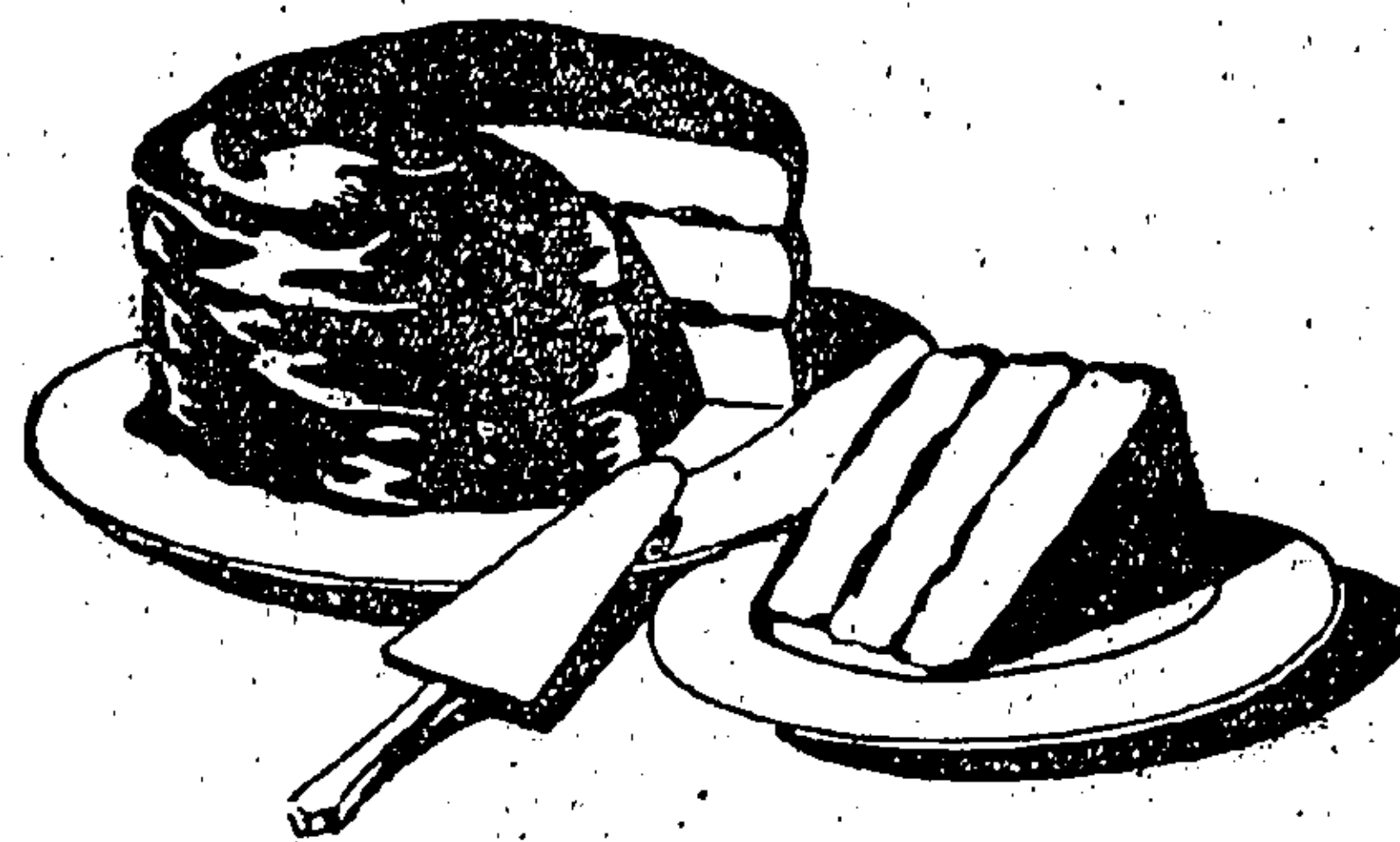
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Branch Manager.

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27, B. C., SHAMEN.



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 economy.
 Please try it.**

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 Spoonfuls.**

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THE GENERAL ELECTRIC
CO. LTD.

NEW ADVERTISEMENTS

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS OF CHINA UNDERWRITERS, LIMITED, will be held at the Office of the Company, HONG KONG BANK BUILDING, 4A, DES VOUX ROAD, CENTRAL, HONG KONG, on FRIDAY, the 22ND DAY of MAY, 1931, at NOON, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ending 31st DECEMBER, 1930 and of electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from 15TH MAY, 1931, to 22ND MAY, 1931, Both Days inclusive.

By Order of the Board of Directors,
HERBERT R. STURT,
Secretary.
Hong Kong, 11th May, 1931. [727]

THE HONG KONG JOCKEY CLUB.

OWNERS are Reminded that ENTRIES for the GRN EXTRA RACE MEETING will CLOSE on THURSDAY, 14th MAY, 1931, at 12 O'CLOCK NOON. [728]

THE HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 16th MAY, 1931, Commencing at 2.45 P.M. The First Race will be Run at 2 P.M.

MEMBERS' ENCLOSURE.
Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member will be responsible for Payment of All Ombles, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Family Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.
The Price of Admission to the Public Enclosure is \$3.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Enclosure of the HONG KONG JOCKEY CLUB during the Race Meeting. Tiffin will be obtainable in the Restaurant in the Public Enclosure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 8th May, 1931. [721]

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the REGISTERED OFFICES of the Company, KING'S THEATRE BUILDING, 5TH FLOOR on SATURDAY, the 16TH DAY of MAY, 1931, at 11 O'CLOCK in the forenoon, to receive the Directors' Report and Accounts for the period ended 31st DECEMBER, 1930, to Elect Auditors, and to Transact such other Business as may be Properly Transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 16th DAY of MAY, 1931, Both Days inclusive.

LIANG CHI HAO,
Managing Director.
Hongkong, 30th April, 1931. [691]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on TUESDAY, the 19th MAY, at NOON, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the Year ended the 31st DECEMBER, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th MAY, 1931, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hong Kong, 28th April, 1931. [692]

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of the

NEWS OF THE FAR EAST

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"HONG KONG WEEKLY PRESS."

"THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance

per annum for delivery in Hong Kong \$12; including Postage to any part of the world—\$18.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5.30 p.m. yesterday state:—

An area of high pressure extends from E. China across Korea and Central Japan. A depression is central over S.W. China.

Local forecast:—S.E. or variable winds, moderate; cloudy, showery.

Editorial and Business Offices: 12, Ice House Street. Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, May 12, 1931.

PLAYING WITH DYNAMITE.

THE course of the recent naval "conversations" in Europe, and of the whole of the Disarmament movement, shows that Continental politicians and militarists have learned nothing from the Great War. They are still like children playing with dynamite and picric acid. They are blind to the economic interdependence of the nations, and deaf to the warnings of scientists and fighting men as to the devastating nature of modern warfare. The statesmen of those two enlightened countries, France and Italy, are squabbling over a matter of 60,000 tons of warships. Everyone knows that if war broke out between the two nations each would lose a swarm of aeroplanes to bomb each other's cities, and all the abominations of poison warfare would be employed. The issue would be settled before the cautiously handled warships ever caught sight of each other.

There is no real point of dispute between France and Italy. Each should let the other alone. Their snarling and rivalry is on a mental level with the amenities between beasts of prey in a tropical jungle. Neither country wants war, but both are set upon piling up armaments, in case one gets a chance to impose its will on the other at a Conference table. It is easy to say that France has suffered, that England's post-war diplomacy has shown her that she can trust to no ally, and that having got the biggest air force and army in the world she intends, whatever anyone else may say, to have a Navy hardly second to that of Britain and the United States. The thing is madness. To maintain strategic security means overwhelming superiority, such as no nation could tolerate; for superiority gives advantage not merely in war but in every small or great dispute which the diplomats settle. France is strong and prosperous at the moment, but Germany cannot be kept perpetually in chains. If France clings to armaments, instead of seeking new methods of settling international differences, another Triple Alliance is inevitable, with no *Entente Cordiale* to hold the balance. Even the Labour First Lord of the Admiralty has exclaimed in desperation, "there is going to be no guarantee of success in progress towards disarmament merely by one country always giving way." No special blame is attached to France. The evidence suggests that any other Continental power in her position would do much the same. Italy has been provocative and Germany's "pocket battleships," and the bluster of the Nazis give real cause for alarm. But when responsible politicians are deceived by frothy rhetoric and spasmodic turbulence it hardly suggests the mentality that can readjust the world to the new era that science makes essential if civilisation is to continue. The narrow nationalism, now rampant all over Europe will impel disaster in these days when huge cities are at the mercy of unexampled powers of destruction. There must be a wider patriotism and a self-interest which recognises that immediate gain, if it inflicts injury and humiliation, is ultimate loss. One consideration alone should induce a glimmer of wisdom in European politics: if this bluster and childishness over a few submarines and cruisers should provoke the war that it threatens, the civil populations will not, as of old, welcome the conflict with noisy exhilaration. The ordinary man and woman knows something of what war means, and even before the hostile planes get busy there would be time for vengeance upon those who had released powers of destruction that cannot be recalled, once the order for action has been given. At the moment Europe is again becoming an armed camp, and unless this process stops there can be but one ending.

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A NEW MOTORSHIP.

THERE are many signs of activity in the Hong shipbuilding industry, and they are indications that British industry generally does not regard the future with pessimism. Many of the great shipping firms are adding to their fleets. Old vessels are being replaced by new ones which are, in every respect, improvements. The Cunard Company, for example, is to have an old 73,000-ton high-speed liner, similar to the one now building. Three great new vessels are to be built by the White Star Line. And the Pacific Company's Reina del Pacifico, a 17,000-ton luxury-ship of the finest type, has already set out on her maiden voyage to South America.

The Reina del Pacifico differs from any ship ever before engaged in South American trade. She has claims to distinction both in regard to the structure of her passenger accommodation and the nature of her engines. The 22,000 h.p. motors exceed in power those used in any ship of the same size; trials have shown that they are capable of over 20 knots an hour. It is, perhaps, the passenger accommodation which will be found most attractive. The number of passengers to be carried will be small, considering the size of the ship. But the cabins—both first and second class—are most luxurious and more spacious than in any other vessels on the route. The decorations of public rooms are Spanish and Moresque. There is an elaborate winter garden, a fine sports deck, gymnasium, swimming pool, children's play room, men's Club room and an American bar. The alleyways have domed ceilings. Rubber-covered floors ensure quietness; and, for the same reason, stewards are summoned by lights and not by bells.

The Temperamental Athlete.

We hear much of the physical strain of modern sport. The nervous strain is equally great, and with the speeding-up of games is on the increase. There is this to be said for the temperamental athlete. His failures may be dangerous, but in moments of exaltation he rises to heights which the more placid type never reaches. His nervous reactions, however, are curious. There is a famous Test match cricketer who admits that for years he used to close his eyes before each ball and murmur a prayer. Then there is a Cambridge stroke, who rowed to a hymnal in cantation of "From Greenland's Icy Mountains," seeking to make his bump or to pass the winning post on the last bar of the verse. There is Mr. Bobbie Jones, who after a long-drawn-out golf championship used to be violently sensible. Lastly, there is that magnificent forward, Mr. Peter Howard. Mr. Howard is a highly-strung giant with an artistic temperament. His nervous reaction after a "Rugger" international is on all fours with that of Mr. Jones.

★ News and Views ★

Man-Hours.

"I wonder how many man-hours are wasted over morning coffee and lunch in the City of London alone."—Miss Ellen Wilkinson.

Expectations.

"Witnesses will not be sworn, but they will be expected to tell the truth."—The chairman at the Road Commissioners' first sitting.

How Others Manage It.

Norwegian journalists enjoyed a holiday, last month as an industrial dispute stopped the publication of all newspapers for several days.

Toys.

The Union of German Toy Manufacturers announce that England was their best European customer last year, having bought toys to the value of £1,830,000.

Argentina.

"I have conquered the two Americas, as well as Europe and other continents." So saying, the Spanish dancer Argentina announced her forthcoming arrival in England. Many will remember her visit to Hong Kong. She is a really great dancer, and all success to her in London!

"With Snapping Eye!"

Suddenly the door was banged violently open and Mr. Parnell stalked in, his head held high and his eyes snapping; he . . . marched straight up to me, picked me up, threw me over his shoulder and turned on his heel, still without a word he marched out of the room. A woman's narrative in "Parnell Vindicated."

Haig's Headmaster.

Although it is over 50 years since the late Canon Wilson, who has died at the age of 94, was a science master at Rugby, legends of him still survive there—at any rate, they did a very few years ago. He made "stinks," popular and he maintained the Arnold tradition of carrying science and natural history into everyday life. He used to take boys for country walks with him and to carry out experiments by the side of a pond rather than in a stuffy laboratory. It was as Headmaster of Clifton that Canon Wilson made his chief name in the educational world. When he went there in the late seventies he had among his pupils a promising youth, by name Douglas Haig.

Dominion Guards.

The Brigade of Guards may well be proud that the enthusiasm created by the band of the Grenadier Guards in South Africa has resulted in the suggestion that a Dominion Company should be formed and attached to one of the Guards regiments. The suggestion is, however, not a new one. During the war, when the Grenadiers, Coldstreamers, Scots Guards, Irish Guards, and Welsh Guards had added to them the Guards Machine Gun Regiment, there was a general desire that the Brigade should be able to say "We are Seven," and that not merely a company but a regiment should be formed from Great Britain Overseas, and should be called the Guards Dominion Regiment.

Newstead Abbey.

The town of Nottingham is to acquire the park and Abbey of Newstead, and those cloisters and refectories where Byron, Skinner, Matthews, Scrope Davies and a profoundly shocked John Can Hobhouse gloried and drank deep will now become the resort of tourists and the playground of the unemployed. M. Venizelos himself will journey to Newstead for the inauguration of this Nottingham pleasure house, and he will pronounce an allocution upon the merits of Byron. How immensely tickled would Byron himself have been could he have foreseen such a ceremony. And the sight of all those serious people would have given him what he called "my posthumous feel."

Organising Time.

Arnold Bennett, among his many virtues, possessed the gentle art of furnishing an example to his friends. It was not permitted, in Bennett's presence, to complain of overwork. "My dear fellow," he would say, "you are merely complaining that you have not learnt how to organise your time. Allow me to make a few suggestions." These suggestions were eminently sensible, if at times drastic. No man profited more from the example and friendship of Arnold Bennett than Mr. Edward Knoblock. Gone are the days when Mr. Knoblock would sit elegantly from a luncheon in Chelsea to a dinner party in Grosvenor-square. His only fitting to-day is from a rehearsal in Shaftesbury-avenue to his little house at Brighton. One result of this intensive industry is now apparent. Last month Birmingham, saw Mr. Knoblock's dramatisation of "The Good Companions."

★ Local Notes and Events ★

Our case (Chinese) of diphtheria was reported during the 48 hours ended May 10.

Miss Youna Culler, the well-known musical artist, arrived in Shanghai on a pleasure trip last week, by the President Lincoln.

The China National Aviation Corporation has ordered four new Loening amphibians for use in connection with the proposed extension of the Shanghai-Ichang Air Mail Service to Chungking.

His Excellency and Lady Peel were the guests of Sir Groun-chow at the Ko Shing Theatre last night. Others present included Major-General Sandilands, Mr. and Mrs. Hallifax, Mr. and Mrs. Shenton and Mr. A. E. Wood.

The masters of two trading junks were each fined \$100 by Comdr. J. B. Newell, D.S.O., R.N., at the Marine Court yesterday when they were charged with carrying 157 and 102 passengers in excess of the numbers allowed in their licences.

Mr. S. U. Zan, the well-known Shanghai merchant, who has for the past two years been serving as director of the Shanghai office of the Ministry of Industry and Labour, has formally taken up his new appointment as Vice-Minister of Industry.

Russian Boy Scouts in Shanghai celebrated the patron day of their saint, St. George, on May 3, with a special celebration which began with a church parade. Later there was an informal gathering. May 9 was April 23 according to the former Russian calendar.

At a sale of Crown Land held yesterday at the Crown Lands Office, New Kowloon Inland Lot No. 1492, on Cheung Sha Wan Road, was sold to Mr. Der Sing Chi and Tong Wing Sheng, 63, Queen's Road Central, for \$34,800. The upset price was \$17,335.

The French National fête commemorating Joan of Arc was celebrated last Sunday. At 3.45 a.m. the salute to the flag was given at the French Consulate-General and at 10 a.m. a solemn mass was said at St. Joseph's Church. The French Consular and municipal buildings were decorated for the occasion.

A European lad, Gilbert Budden, was injured on Saturday afternoon when a motor-cycle combination driven by Mr. W. A. Buckingham in the side car of which he was travelling, overturned on the round-the-island road. As the machine overturned, both Mr. Buckingham and the lad were thrown from their seats. The latter suffered injuries which necessitated his being taken to the Victoria Hospital by Mr. Buckingham. It is understood that he is not in a serious condition.

Anub Singh, a Sikh motor driver, was charged before Mr. E. W. Hamilton yesterday with assaulting a ricksha coolie near President Apartments, Nathan Road, on Sunday night. It was stated that the defendant hired the ricksha and did not tell the coolie to go to any particular destination. After "fouring" several streets, the coolie asked for payment, but not only did defendant refuse to give the man his money, but he also assaulted him. He was fined \$5 and was also ordered to pay \$10 compensation to the coolie.

Looking Back 25 Years.

General Chang, the Chinese Minister at Berlin, is reported by the *Berliner Tageblatt* to have given utterances to some very "frank" expressions on the subject of the future of China. The Chinese representative is stated to have said that recent political and military events had taught China that "thorough-going reform in

SUMMARY OF NEWS

Local.

Police Reserve orders. Page 7.

Yesterday's Investiture by H.E. the Governor at Government House. Page 7.

The s.s. President Cleveland and the s.s. Taiping both struck obstructions yesterday morning but came into harbour safely in the afternoon. Page 7.

A settlement was announced at the Supreme Court yesterday in the action between the Equitable Eastern Banking Corporation and Mr. Chon Po Sien. Page 7.

To-day's wireless programme. Page 3.

Sport.

Full list of winning numbers in the Shanghai Champions "A" and "B" Sweeps. Page 10.

Draw for the lawn bowls Open Singles Championship appears on. Page 10.

Latest Cables.

Chiang Kai Shek has denounced Chen Tai Tong. Page 3.

Martial law has been declared in Madrid. Page 9.

The Manager of the Shanghai branch of the Hong Kong & Shanghai Bank has resigned. Page 9.

The completeness of the King's recovery is evidenced by an official announcement that His Majesty, accompanied by the Queen, will attend the Royal Command variety performance at the Palladium. Page 9.

Following the rioting in Madrid when two people were killed, the Government has made a declaration that anyone, whether of the Right or the Left, attempting to promote trouble will be considered an enemy of the Republic. Page 9.

While on their way to Chengtu from Chungking the Misses Marian, Grace and Mary, who are attached to the Methodist Mission at Chengtu, were robbed by bandits of medical supplies and surgical instruments valued at \$20,000, which they were carrying to Chengtu. Page 9.

Allegations against Lord Lonsdale, who is a great friend of the ex-Kaiser, which are made in the memoirs of the ex-German Chancellor, Prince von Bulow, who died two years ago, led to the suspension of the publication of the memoirs in England following Lord Lonsdale notifying the publishers that if the book was issued in its present form they might be held responsible for a libel. Page 9.

every department was a vital question for the Chinese Empire; adding: "It would be necessary to begin with the Army and Navy, in order to be able to withstand the pressure of too zealous friends and to order Chinese affairs in accordance with Chinese wishes and needs. Then, if Chinese integrity were at stake and it was necessary to repel unsolicited advice, the world would find as much to surprise them in China as they had found in Japan. Their soldiers were excellent military material, and if equipped with modern weapons could not possibly be conquered." He added that the Chinese were as little inclined to accept a "Japanization" of their country as an "Anglicization" or "Russification."—*Hong Kong Daily Press*, May 11, 1930.

The report mentioned by the correspondent of a Shanghai contemporary that a gold field has been discovered on the banks of the river Min, some twenty miles from Foochow, has also reached us from native sources in this Colony. The gold field is said to bear the previous metal in payable quantities, and the Chinese, both here and at Foochow, are anxious that the Authorities should sanction the working of the mines. At the same time it is felt that there is a very slender prospect of the mandarin being induced to give the required permissions. The old bugbear *Feng-shui* will again be invoked as a barrier to all attempts to explore the supposed mines. The traditional policy of the Chinese Government has always been to encourage agriculture, as it is calculated to keep the people quiet and contented, and to discourage mining for any metal for fear it should draw the populace away from the cultivation of the soil. Hence it comes to pass that although the Middle Kingdom is known to be rich in minerals and metals, few mines are worked, and those only on a hand-to-mouth system.—*Hong Kong Daily Press*, May 11, 1931.

SERIOUS RIOTING IN MADRID.

MARTIAL LAW DECLARED: MILITARY PATROLS
GUARDING PRINCIPAL ROADS.

UTILITY SERVICES PARALYSED.

[THROUGH REUTER'S AGENCY.]

MADRID, May 10. The City is seething with excitement as a result of a squadron of troops being called out in consequence of collisions between Republicans and Monarchists on the occasion of the latter opening the electioneering campaign.

Two Republicans and one member of the Civil Guard were seriously injured when the Civil Guards fired on a crowd trying to wreck the offices of the Monarchist Daily A.B.C., where a machine gun was reported to have been installed to repel possible invaders.

Subsequently the crowd angrily demonstrated before the office of the Minister of the Interior.

The Minister of the Interior (Senor Mequial Munra) addressed them and said that the Marquis Luca Detena, proprietor of the A.B.C., had been arrested and the offices of the A.B.C. sealed up.

The crowd then proceeded to the barracks of the Civil Guards, which they stormed.

Guard Open Fire.

The Civil Guards fired on the crowd, inflicting casualties, as the latter were attempting to storm and set fire to the office of the newspaper A.B.C.

Night of Fear.

MORE shooting, and the death of a man who was lynched by the mob outside the Ministry of Interior, were features of a night of fear and fury.

The crowd looted three armourers' shops in Calle de Toledo, and used the stolen arms to snipe at the Civil Guards. Then they marched back to the offices of the A.B.C., where they stoned fifty Civil Guards looking after the building.

The Civil Guards fired over the heads of the demonstrators, who stampeded, men cursing and women shrieking "assassins."

Later there was more restless surging of the inflamed populace; but it would seem to have been more bark than bite.

Government's Order.

MADRID, May 11. Following yesterday night's rioting when two people were killed, the Government has made a de-

claration that anyone, whether of the Right or the Left, attempting to promote trouble will be considered an enemy of the Republic. The Cabinet will to-day grant powers to enforce this decision.

The Athenium Club to-day passed a resolution demanding the immediate disbanding of the Civil Guard and the resignation of the Minister of the Interior, Senor Munra, and the expulsion from Spain of all religious orders.

Jesuit Headquarters Set Alight.

The trouble is in no way finished. An angry mob set fire this morning to the Jesuit headquarters and are now watching the flames.

Convent Fired.

The mob set fire to a convent from which the nuns had previously evacuated but where many prominent Monarchists were hiding.

The efforts of the Socialist Trade Unions to persuade the workers to return to work appear to have failed completely.

Trams, underground railway and taxi services are completely paralysed and most of the factories and workshops are closed.

From the outskirts it is reported that large numbers of workers in the neighbouring villages are flocking to the Capital.

Military patrols are circulating all the principal thoroughfares leading to Madrid and many shops are closed.

Workers are disagreeably impressed by the action of the authorities liberating General Berenguer which they are inclined to misinterpret as weakness, not realising there was no military case against him. This, more than anything else, tended to cause the present excitement.

Martial Law Proclaimed.

Members of the Civil Guard are fraternising with the people assuring them that they will not shoot. The crowd beat the Monarchists who protested against the attack on the Jesuit Monastery and handed them over to the police.

Martial law has been proclaimed.

KING GEORGE'S
HEALTH.COMPLETE RECOVERY
INDICATED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 11. The completeness of the King's recovery is evidenced by an official announcement to-day that His Majesty, accompanied by the Queen, will attend the Royal Command variety performance at the Palladium to-night in aid of the Variety Artists Benevolent Institution.

OPERATION ON KING OF
SIAM.

SUCCESSFULLY PERFORMED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 10. The object for which the King of Siam came to the United States was fulfilled at White Plains, New York, to-day, when a successful operation was performed for the removal of a cataract of the eye.

DEATH RISKED FOR
COMRADE.

RAILWAYMAN'S BRAVERY.

The King has awarded the Edward Medal in silver to Arthur Devere Thomas in recognition of his gallantry in circumstances thus described officially in *London Gazette*.

"On January 14, 1931, Ernest Perceval, who was engaged in dismantling a wooden staging fixed across the track of the Metropolitan Railway Station at King's-cross, slipped and fell from a height of about 20 ft. to the permanent way of the down inner circle line.

He was rendered unconscious, and lay face downwards across one running rail with his head close to the negative rail of the electrified system.

"Arthur Devere Thomas, who was acting as flagman for the protection of the workmen, saw Perceval fall, and at the same time heard a down train approaching the station round the curve.

"Realising that a signal could not be seen by the driver in time for him to stop the train, Thomas immediately jumped down from the platform to the up line, and, running across two positive and two negative rails carrying 600 volts, snatched Perceval up from almost under the wheels of the approaching train, and held him, still unconscious, in a small recess in the wall whilst the train passed a few inches of them.

"By reason of his employment Thomas must have been fully aware of the risks he faced, and he displayed conspicuous gallantry in successfully effecting the rescue of Perceval."

ROCK CLIMBER KILLED ON
BIRTHDAY.120 FT. FALL IN LAKE
DISTRICT.

While a Liverpool school-teacher climbing Favey Ark, a well-known precipice in the Lake District he slipped, the rope snapped, and he was killed on the rocks 120 ft. below.

Mr. Glynn Washington Humphrey was on holiday with his fiancée, Miss Lucas (another Liverpool school-teacher) and they decided to celebrate Mr. Humphrey's 25th birthday by climbing the precipice, which is on the North-West side of Harrison Stickle, the highest of the Langdale Pikes.

Mr. Humphrey and Miss Lucas were roped together, and Mr. Humphrey went first, his fiancée following.

He had his rope fastened round a jutting rock when Miss Lucas saw him slip and pitch outward. The rope snapped as it received his full weight.

Miss Lucas's cries were heard by other climbers who were within 50 yards, but who were hidden by projecting crags. Some of these climbers rescued her in a state of collapse, and Humphrey died a few minutes after she had been helped down to where he lay.

LORD LONSDALE
ACCUSED?NEVER TALKED POLITICS
WITH KAISER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 11. Allegations against Lord Lonsdale, who is a great friend of the ex-Kaiser, which are made in the memoirs of the ex-German Chancellor, Prince von Buelow, who died two years ago, led to the suspension of the publication of the memoirs in England following Lord Lonsdale notifying the publishers that if the book was issued in its present form they might be held responsible for a libel.

Lord Lonsdale, in an interview, declared that the allegations are pure imagination.

Lord Lonsdale maintained he never talked politics with the Kaiser and only discussed sporting matters.

COMMUNIST OUTRAGE.

RED CROSS FIRED ON.

[THROUGH REUTER'S AGENCY.]

BERLIN, May 10. Another terrible Communist outrage has to be recorded to-day, a party of armed "Reds" opening fire upon a Red Cross lorry near Chemnitz, one of the members of the Red Cross party being killed and another seriously wounded.

The shooting was apparently due to a tragic error, the Communists declaring that they mistook the Red Cross party for a group of Nazis (Fascists) who were known to have met in the neighbourhood of Chemnitz.

The Red Cross men had been out on field exercises, and were returning when the shooting occurred. The Police, immediately on receiving information of the outrage, commenced a wholesale round-up of Communist "dens" in the town, and effected the arrest of one hundred and fifty, who are being detained pending investigation.

M. KOLSTAD FORMS NEW
CABINET.

[THROUGH REUTER'S AGENCY.]

OSLO, May 11. M. Kolstad, the Agrarian party leader, President of the Lower Chamber and director of the Agricultural Institute, has formed a Cabinet.

AUSTRALIAN AIR MAIL.

ARRIVES AT PORT DARWIN.

[THROUGH REUTER'S AGENCY.]

PORT DARWIN, May 11. The Southern Cross arrived here to-day.

DAVIS CUP TENNIS.

BRITAIN AND JAPAN
PROGRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 10. Britain progressed to the third round of the Davis Cup (European Zone) to-day, winning their third successive game against Belgium at Brussels, the remaining matches making no difference to the result.

Perry and Hughes represented Britain in the doubles, the pair securing a straight sets victory over De Borman and Lacroix (Belgium) with the greatest of ease, the scores being: 6-1, 6-4, 6-2.

In the earlier matches, H. W. Austin beat Lacroix 6-4, 6-4, 6-4, and Perry beat De Borman, 6-2, 6-0, 6-2.

Britain meets the winner of the South Africa-Ireland match in the next round.

Egypt Beat Finland.

HELSINKI, May 10. Egypt beat Finland by four matches to one and now meet Japan, who beat Yugoslavia at Belgrade. In the concluding matches at Helsinki, Grandguillot (Egypt) beat Grahm, 3-6, 7-5, 6-2, and Wahid (Egypt) beat Grotenfeldt, 6-3, 2-0, 6-4, 6-4.

Japanese Win.

The doubles match between Jiro Sato and Kawauchi (Japan) and Schaffer and Kukuljevic (Yugoslavia) produced a keen struggle, the Japanese winning 6-7, 3-6, 6-7, 6-3. Japan thus won the first three matches.

BERLIN, May 11. Jiro Satch beat Schaffer 7-6, 6-3, 6-0.

BANK MANAGER
RESIGNS.MR. LAWSON LEAVES
FOR ENGLAND.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 11. Mr. Lawson, the local manager of the Hong Kong & Shanghai Banking Corporation, has resigned owing to ill-health and is leaving for England to-morrow on the Haku-san Maru.

His successor is the vice-manager, Mr. A. S. Henchman.

HARDY'S GENIUS
SYMBOLISED.COLUMN OF GRANITE
ON MOOR.AMERICAN TRIBUTE
UNVEILED.

A 10-foot column of rough-hewn Cornish granite, on which hang laurel wreaths in bronze, the gift of American admirers of Thomas Hardy, was unveiled last month opposite the great author's birthplace at Higher Bockhampton, Dorchester, by Professor J. Livingston Lowes, of Harvard and Oxford Universities.

Mrs. Hardy, the novelist's widow, attended, accompanied by Miss Kate Hardy, his only surviving sister. Americans, people from Dorchester, and villagers to whom Hardy was a familiar figure were present at the ceremony.

Professor Lowes in his eulogium said:

"No other English novelist or poet has been so profoundly conscious of the roots of England, deep in its unmemorial, prehistoric, Roman, Saxon past. Nor has any other so imbued his landscape—roads, and moors, and barrows—with a strange sentence, as if they had become, through centuries of human contacts, participants in that unending life."

Man and the Earth at One.

"In this heath, as in no other spot, that sense of an enduring past, and of the indissoluble oneness of humanity with the earth from which it springs, found its supreme expression. And as it has dealt with man's memorials for centuries, that aged, watchful heath will in time incorporate this trespasser upon its solitude with itself."

"In so merging this rock with its surroundings, as in the lapse of years it surely will, the heath will in another fashion symbolise Hardy's unique gift. For, again, in the work of no other English novelist or poet have breathing mortals become in such degree one with the scene in which their drama is enacted—participants in the changing yet changeless processes of earth."

"It is that conception of a fateful merging of humanity with a somehow sentient, immanent environment, which is implicit in 'The Return of the Native,' and 'Tess,' and 'The Woodlanders,' and 'Far from the Madding Crowd,' 'Two on a Tower,' and in the great sequence of poems."

"And so this countryside to-day is peopled, as no other that I know is peopled, with living presences, revealed as flesh and blood, yet mysteriously elemental with the woodlands, heaths, and sheepfolds, and the lonely roads of that Wessex, the very name of which is rooted in the soil of the past."

"Not since the elder Greek poets—and then in a different fashion—has the imagination, so merged in each other, without identifying, earth and its denizens. And nowhere can that essential quality of Hardy's genius be more deeply felt than here where we stand."

"But it is not only here that it is felt. For your best glory, the treasures of our common mother tongue, has come to us, to enrich us, not unknown, with your stores."

"And the donors of this monolith, who are beyond the Atlantic when they would be here, are but acknowledging in their memorial one of the deepest debts which we owe to the land from which our fathers came."

Hardy and the Broom. Present at the ceremony was Mr. C. Lucy, a Dorchester journalist, one of the two survivors of those who went to school with Hardy at Dorchester nearly ninety years ago. (Continued at foot of next column.)

MISSIONARIES
ROBBED.MEDICAL AND SURGICAL
SUPPLIES STOLEN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 11. While on their way to Chengtu from Chungking the Misses Marian, Grace and Manly, who are attached to the Methodist Mission at Chengtu, were robbed by bands of medical supplies and surgical instruments, valued at \$810,000, which they were carrying to Chengtu.

Their personal property was also stolen, but, the women who were returning to Chengtu, from a holiday in the United States, were unhurt.

CATHOLIC FATHERS
RESCUED.GOOD WORK BY CHINESE
SOLDIERS.

[THROUGH REUTER'S AGENCY.]

HONG KONG, May 11. Reuter is informed that the Procurator of the Spanish Dominican Mission in Hong Kong received a wireless message from Amoy this morning stating that Chinese Government soldiers had succeeded in rescuing Monsignor Prat, Father Albino, two Chinese priests and a seminarist.

DREISER'S ATTACK ON
HOLLYWOOD.FILM INDUSTRY'S UNWILLINGNESS TO FACE
REALISM.

NEW YORK, April 12. — Mr. Theodore Dreiser, the author, who recently slapped Mr. Sinclair Lewis, has made a violent attack on Hollywood, whence he has returned to New York after seeing what the film producers have done with his book, "An American Tragedy." He said he had been "led through double doors to meet generalisations, who jumped around like monkeys and talked like children," but discovered they had drastically altered his book until "it pictures me as writing something I never in the world could have written."

Mr. Dreiser declares that he will bring an action in the federal courts to restrain the showing of the film. He argues that the film industry is unwilling to face realism.

Emphasis on sex. Mr. Dreiser insists, is spelling the doom of Hollywood, and he predicts that the American public will demand good foreign pictures rather than the Hollywood drivel. He states "the bankers will get control of the film industry and force them to give up selling sex at so much a seat. Nobody objects to sex, not even I, but there are other things in life."

"I remember Tom Hardy well as a schoolboy," he said. "He used to come to school from Beckhampton wearing a brown holland pinafore—a pinafore, mind you, not a smock—and a canvas dinner-bag hanging over his shoulders."

"We used to eat our lunch by the South-Western Railway line which had just been built. Our lunch was plain bread and butter, and sometimes cheese or a little cold mudding."

"I remember that after we had had our lunch we used to have what we called our 'desert.' We did not have anything to eat for desert, but we used to go to an old cafe kept by a Mrs. Biggs and stand and sniff the aroma coming from the kitchen below the shop."

"What is now a Wesleyan chapel used, in those days, to be a sort of huckster's shop kept by Sally Warren, who sold brooms, pig's feet, and all sorts of queer things. There was a half door leading into the shop and I remember once when we were coming from school a lad threw Tom Hardy's hat over the door into the shop. Tom went in, snatched it up, and Sally caught him. I shall never forget how we laughed to see Tom trying to get his hat while Sally belaboured him with one of her birch brooms."

CHIANG SPEAKS
OUT.CHEN TSAI TONG
DENOUNCED.

[THROUGH REUTER'S AGENCY.]

NANKING, May 11. Chiang Kai Shek to-day made a speech denouncing Chen Tsai Tong for usurping his power in Kwangtung, by seizing more than \$5,000,000.

The monthly revenue when \$1,500,000 was the regulation allowance for his five divisions. Chiang added that if Chen Tsai Tong dared to rebel the Government was fully prepared to deal with him.

Generals Ho Ying Chang, Ho Cheng Chun, Ho Chien and Lu Ti Ping have telegraphed to Chen Tsai Tong urging him to remain loyal, declaring that if he rebels he will be crushed as was the last Canton rebellion.

CANTON MILITARY
CONFERENCE.HOW TO OVERTHROW
CHIANG?

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 11. According to an official communiqué received here to-day, General Li Tsung Jen, one of the "big four" of the former Kwangsi clique, left Nanking for Canton and Haiphong and Hong Kong yesterday in response to the request of General Chen Tsai Tong for a military conference. The Kwangsi leader is expected to arrive in Canton on or about Friday, May 15.

Among the things that the two military leaders will discuss will be the problem of how the newly-formed Kwangsi-Canton coalition can overthrow Chiang Kai Shek.

A Peaceful Settlement Hoped For.

(Wah Tei Yat Pao.)

SHANGHAI, May 11. The Nanking Government is still entertaining hope that the disgruntled faction at Canton might be appeased by political means and, with this end in view, has appointed Messrs. Chang Chi and Wu Teh Cheng to discuss the situation with Canton representatives.

Nanking's peaceful attitude appears to have drawn response from Mr. Sun Fo, the Minister of Railways, who has left his official duties in sympathy with the Canton faction.

On the advice of Messrs. Wu Chi Fei, Chang Ching Kiang, Li Shih Chang and H. H. Kung, Mr. Sun Fo has wired to Canton suggesting a peaceful settlement of the existing troubles between Canton and Nanking.

PEOPLE'S CONVENTION.

"TREATY ABOLITION
DECLARATION."

(Chun Wan Yat Pao.)

NANKING, May 11. Acting on a resolution for automatic abolition of unequal treaties existing between China and the Powers, which has been adopted by the People's Convention, the Nanking Government is drawing up a so-called "treaty abolition declaration."

The first part of the declaration dwells on the history of China's being compelled to contract such unequal treaties with the Powers and, secondly, sets out reasons for China's demand for the abolition of these treaties. Finally, it announces the Nationalist Government's decision to carry out a scheme for their abolition in the immediate future.

LADY WORTHINGTON.

SUCCESSFUL PETITION FOR
DECREE OF DIVORCE.

Mr. Justice Langton, in the Divorce Court, granted a decree nisi to Lady (Winifred Jean) Worthington, of Gilbert Street, Mayfair, London, on the ground of the adultery of her husband, Sir Edward Scott Worthington, with Miss Pamela Hargreaves.

Mr. H. W. Barnard (instructed by Messrs. Halscy, Lightly and Hemsley) appeared for Lady Worthington. The suit was not defended.

The marriage took place on October 31, 1914, in St. George's Church, Hanover Square. They lived together in London and two children were born. After the war the parties drifted apart and differences arose, there being a disparity of 17 years in their ages. After the birth of the second child they ceased to live together as man and wife, and in May, 1927, they separated.

His Lordship granted Lady Worthington the custody of the two children.

"DANGEROUS CULT."

CLERGYMAN DENOUNCES
SPIRITUALISM.

"Spiritualism is spiritual adultery." Thus did the Rev. Desmond Morse-Boycott sum up his attack upon spiritualism as a dangerous and delusive cult. Mr. Morse-Boycott was preaching at the church of St. Mary the Virgin, Somers Town, St. Pancras.

"Spiritism inevitably attracts the curious and the credulous," he said. "It tickles the lover of sensation. Has there been within living memory anything more nauseating and silly than the hysterical scenes that followed the death of that eminent man of letters, Sir Arthur Conan Doyle? I am persuaded that not a few who took part in the Memorial Service in the Albert Hall greatly hoped for a vision of the creator of Sherlock Holmes."

Some of the results of spiritualism Mr. Morse-Boycott conceded to be genuine; but he added that spiritualism clouded the vision.

"Do you not remember the insipid vision of Heaven that were written automatically by Vale Owen some years ago?" he continued. "They worried servants a little much, but made one hope that Heaven was not really so dull. Do you remember the foolish 'end of the world' article written by Conan Doyle and published after his death? A first-rate scare for poor folk."

As much of the after-life as might be known on earth, the preacher declared, had been revealed by Christ.

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2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 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3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045, 4047, 4049, 4051, 4053, 4055, 4057, 4059, 4061, 4063, 4065, 4067, 4069, 4071, 4073, 4075, 4077, 4079, 4081, 4083, 4085, 4087, 4089, 4091, 4093, 4095, 4097, 4099, 4101, 4103, 4105, 4107, 4109, 4111, 4113, 4115, 4117, 4119, 4121, 4123, 4125, 4127, 4129, 4131, 4133, 4135, 4137, 4139, 4141, 4143, 4145, 4147, 4149, 4151, 4153, 4155, 4157, 4159, 4161, 4163, 4165, 4167, 4169, 4171, 4173, 4175, 4177, 4179, 4181, 4183, 4185, 4187, 4189, 4191, 4193, 4195, 4197, 4199, 4201, 4203, 4205, 4207, 4209, 4211, 4213, 4215, 4217, 4219, 4221, 4223, 4225, 4227, 4229, 4231, 4233, 4235, 4237, 4239, 4241, 4243, 4245, 4247, 4249, 4251, 4253, 4255, 4257, 4259, 4261, 4263, 4265, 4267, 4269, 4271, 4273, 4275, 4277, 4279, 4281, 4283, 4285, 4287, 4289, 4291, 4293, 4295, 4297, 4299, 4301, 43

The R.M.S. Empress of Russia arrived at Shanghai on May 10, 6 p.m., left Shanghai yesterday at 9 a.m., is due at Nagasaki to-day at 6 p.m., and leaves that port to-morrow at 6 a.m.

The R.M.S. Empress of Canada arrived at Honolulu on May 8, 8 a.m., left Honolulu the same day at 5.30 p.m., is due at Vancouver on May 14, and will leave Vancouver on May 23.

*Superscribed correspondence only.

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SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 12th May, Noon
HONGKONG & SHANGHAI	"KWEIYANG"	On 12th May, 2 p.m.
AMOI & SHANGHAI	"TSINAN"	On 13th May, 5 p.m.
SWATOW, SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOW"	On 15th May, Noon
HONGKONG & SHANGHAI	"CHENGTOU"	On 15th May, 11 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 17th May, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 17th May, Noon
SWATOW & SHANGHAI	"KALGAN"	On 17th May, 2.30 p.m.
SHAI, NEWCHANG & DALNY	"CHENAN"	On 18th May, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 19th May, Noon
AMOI & SHANGHAI	"TAIYUAN"	On 20th May, 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 22nd May, 2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 24th May, Noon
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th May, Noon
HONGKONG, PAKHOI & HAIPHONG	"KINGCHOW"	On 31st May, 2 p.m.

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CHANGTE	12th June	10th June	22nd June	8th July
TAIPING	10th July	17th July	20th Aug.	5th Aug.
CHANGTE	11th Aug.	18th Aug.	21st Aug.	6th Sept.

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M.S. "Malaya"	28th May	24th June
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STATION	Hour	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND		WAVELENGTH (MILES)	Hour	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND		WAVELENGTH (MILES)									
			Fahrenheit	Milim.			Direction	Force (Knots)				Fahrenheit	Milim.			Direction	Force (Knots)										
Windivostok...	12		29.89	75.9	56	...	ESE	2	c	6		30.05	76.3	45	...	WSW	0	b									
Nomuro	11		30.12	76.0	...	...	SSE	1	...	5		29.95	75.9	...	...	...	1	0									
Hakodate	...		29.98	76.1	...	...	ESE	3	...	...		29.96	76.1	...	...	...	0	...									
Tokio	...		29.98	76.1	...	...	N	1	...	...		29.94	76.1	...	...	...	0	1									
Kochi	...		29.98	76.1	...	...	S	1	...	...		29.94	76.0	...	...	...	0	1									
Nagasaki	...		30.00	76.0	...	...	W	1	...	...		29.96	76.1	...	...	NE	1	0									
Kagoshima	...		29.96	76.1	...	...	SSE	1	...	...		29.90	75.9	...	...	...	0	0									
Oshima	...		29.94	76.0	...	...	NNE	1	...	...		29.94	76.0	...	...	...	1	0									
Naha	...		29.94	76.0	...	...	ESE	1	...	...		29.88	75.7	...	...	S	1	...									
Ishigakijima	...		29.90	76.0	...	...	SSE	1	...	...		30.00	76.2	...	...	...	0	...									
Bonin Island	...		29.96	76.1	...	...	E	4	...	6		30.06	76.3	47	...	...	0	...									
Chefoo	15		30.06	76.5	58	...	E	1	...	6		30.01	76.2	52	4	ENE	2	...									
Shanghai	14		30.01	76.3	83	6	E	4	o	...		30.08	75.4	52	...	ENE	6	rf									
Gutzlaff	...		30.14	76.6	80	...	E	4	o	...		29.81	75.7	68	4	E	2	rf									
Wenchow	...		30.04	76.0	68	8	ESE	2	...	6		...	...	...	...	...	...	...									
Foochow	...		29.69	75.9	69	6	E	8	bc	6		...	...	...	...	...	...	...									
Amoy	...		29.91	75.9	75	1	N	8	bc	6		...	...	...	...	...	...	...									
Swatow	...		...	...	...	...	...	...	...	...		29.78	75.6	74	...	...	0	...									
Taihouku	11		29.88	75.8	86	...	NE	2	bc	5		29.80	75.6	76	...	...	0	...									
Taihu	...		29.87	75.8	88	...	W	2	bc	...		29.78	75.6	77	...	...	0	...									
Tainan	...		29.87	75.8	91	...	WNW	2	d	...		29.77	75.6	77	...	...	0	...									
Koshun	...		29.87	75.8	85	...	ESE	2	d	...		29.78	75.6	76	...	...	0	...									
Pescadores	...		29.88	75.8	81	...	N	4	bc	6		20.74	75.4	73	2	E	3	of									
Hong Kong	14		29.82	75.7	74	7	ENE	4	od	...		29.74	75.5	77	6	ESE	3	0									
Gap Rock	...		29.83	75.7	75	8	E	2	o	...		29.79	75.7	76	1	SSE	2	m									
Macao	...		29.71	75.4	74	4	SE	2	o	...		29.72	75.4	74	4	...	0	b									
Hoihow	...		...	...	...	...	S	0	bc	7		29.72	75.4	77	6	S	4	bc									
Pratas Island...	...		29.72	75.4	83	9	...	2	b	...		29.74	75.4	79	8	S	2	bc									
Phulien	16		29.72	75.4	85	8	NE	2	b	...		29.83	75.7	77	8	NNW	2	...									
Tourane	...		29.78	75.6	91	8	SSE	4	b	6		29.77	75.6	77	6	S	2	b									
Cape St. James	...		29.79	75.6	86	8	NE	4	b	...		...	...	...	...	...	...	...									
Basco	14		29.74	75.3	86	8	SE	4	b	...		29.77	75.6	77	6	S	2	b									
Aparri	...		29.74	75.3	86	8	NE	4	b	...		...	...	...	...	...	...	...									
Tuguegarao	...		29.71	75.4	91	8	W	2	bc	...		29.79	75.6	79	8	...	0	b									
Vigan	...		29.74	75.4	91	8	E	4	bc	...		29.78	75.6	77	6	...	0	b									
Manila	...		29.76	75.5	94	8	NE	2	b	...		...	...	...	...	...	...	...									
Legaspi	...		29.76	75.6	83	8	N	2	bc	...		...	...	...	...	...	...	...									
Calbayog	...		29.77	75.6	81	8	S	4	bc	...		...	...	...	...	...	...	...									
Tacloban	...		29.77	75.6	89	8	S	4	bc	...		...	...	...	...	...	...	...									
Holo	...		29.76	75.6	94	8	ENE	4	o	...		...	...	...	...	...	...	...									
Cebu	...		...	...	...	...	...	...	...	...		...	...	...	...	...	...	...									
Surigao	...		29.76	75.5	89	6	...	0	...	...		...	...	...	...	...	...	...									
Saipan	11.00		29.75	75.3	...	6	NE	4	bc	4.22		...	...	...	...	...	...	...									
Guam	12.22		29.75	75.3	...	6	NNE	4	bc	5		29.80	75.7	...	6	NE	2	rf									
Yap	11.00		29.77	75.6	...	...	W	...	bc	6		29.83	75.7	80	...	SE	...	...									
Polew	...		...	...	...	...	...	...	...	...		...	...	...	...	...	...	...									
Labuan	14		29.81	75.7	88	...	...	...	bc	6		...	...	...	...	...	...	...									

May 11. 10A. 10m.—A depression is central over Tongking and an area of high pressure extends from N.E. China to the north of Japan.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inch. Total since January 1, 14.97 inches, against an average of 14.66 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MAY 12.

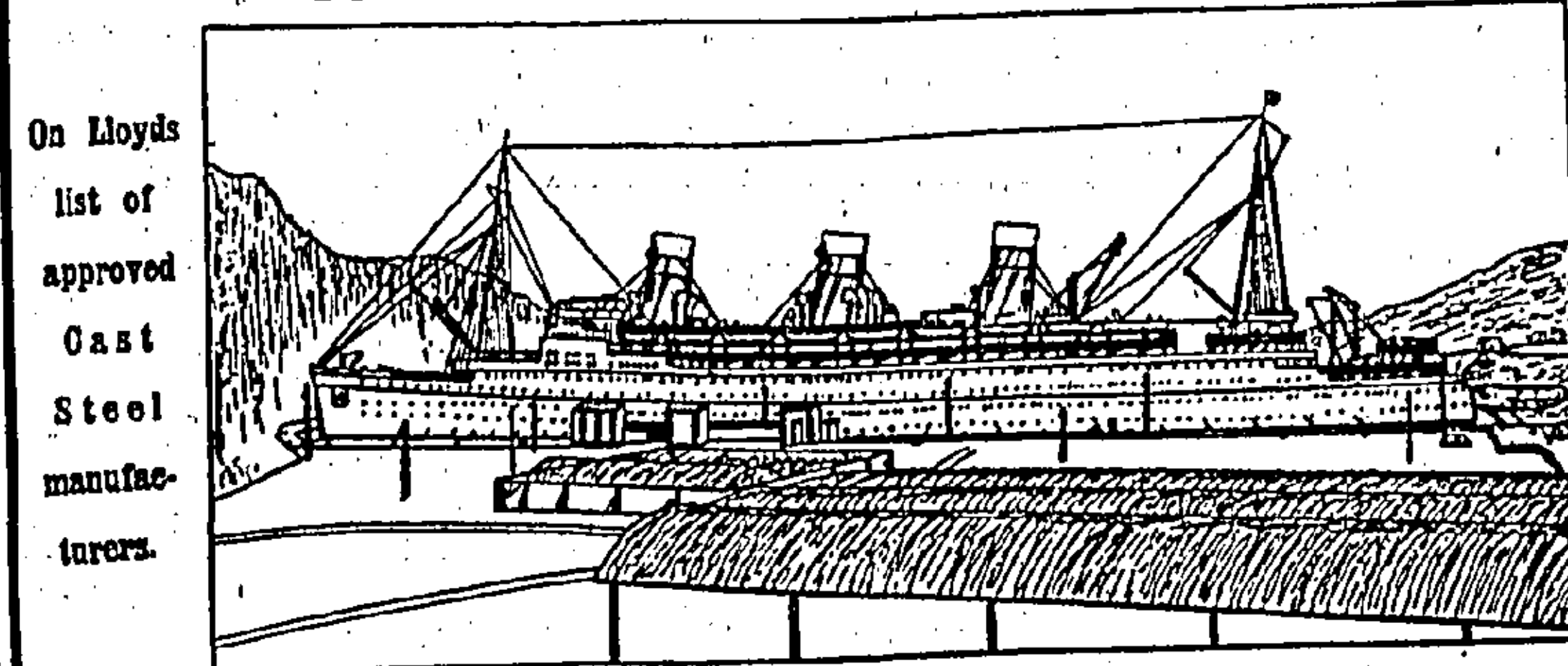
- 1.—Formosa Channel N.E. winds, moderate.
- 2.—South coast of China between Hong Kong and Lamooks N. winds, moderate; generally overcast, some rain and fog.
- 3.—Hong Kong to Gap Rock N. winds, moderate; generally overcast, some rain and fog.
- 4.—South coast of China between Hong Kong and Hainan N. winds, moderate; generally overcast, some rain and fog.

T. F. CLAXTON, Director.

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In No. 1 Dock.—Dims: 686'-0" O.A. x 83'-6" x 48'-6" Mtd.—26,000 tons gross.
The Company possesses Six Granite Docks and Two Patent Slipways.
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Salvage Tug "Henry Keswick," 2,000 L.P.H. Wireless Call Signal: V.P.B.T.
and Flag Call Signal: T.H.Q.B. Shoerlegs capable of lifting 80 tons.
Codes Used:—A1, A.R.C. Fifth Edition: Engineering, First and Second Edition, Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "HOPBANG" "FOOSHANG" "KWAISANG"	Wed., 13th May, at 7 a.m. Sun., 17th May, at 7 a.m. Wed., 20th May, at 7 a.m. Sun., 24th May, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"SUISANG" "KUTSANG" "HOSANG"	Tues., 18th May, at 10 a.m. Sat., 6th June, at 3 p.m. Tues., 18th June, at 3 p.m.
OSAKA via AMOI, SHAI, MOJI & KOBE	"KUTSANG"	Sun., 17th May, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENSANG" "KUMSANG"	Sun., 31st May, at 7 a.m. Thurs., 18th June, at 7 a.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 13th May, at 3 p.m. Wed., 27th May, at Noon
TIENTSIN via SWATOW & FOCHOW	"CHONGSHING" "CHIPSHING"	Wed., 13th May, at 7 a.m. Thurs., 21st May, at 7 a.m.
SHANGHAI via SWATOW	"WAISHING"	Fri., 15th May, at 7 a.m.

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from Calcutta to Japan at the Specially Reduced Return Fare of \$25.00 to Kobe. These Return Tickets are available for Three Months.

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GENERAL MANAGERS.

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GLEN LINE.

FARE: HONG KONG TO LONDON.—
1st JUNE/30th NOVEMBER ... £65.12.0d.
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Steamship "GLENIFFER" ... 7th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENSEANE" ... 24th May

Motor Vessel "GLENAPP" ... 12th June

Motor Vessel "GLENSEIBL" ... 3rd July

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THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Freight	S.S. "Alster"	...	departure 13th May
Freight	S.S. "Trave"	...	departure 20th May
Pass.	S.S. "TRIER"	...	departure 30th May
Freight	S.S. "Lahn"	...	departure 16th June
Freight	S.S. "Main"	...	departure 27th June
Pass.	S.S. "PERFLINGER"	...	departure 27th June

* Calling at London.

Passenger steamers sailing via Manila and Ports to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

Freight	S.S. "Lahn"	...	due here 14th May
Pass.	S.S. "DERFLINGER"	...	due here 1st June
Freight	S.S. "Oder"	...	due here 12th June
Pass.	S.S. "BAARBUCKEN"	...	due here 1st July
Freight	S.S. "Aller"	...	due here 10th July
Pass.	S.S. "COLENZ"	...	due here 29th July

HONG KONG—NEW GUINEA

Next sailing to KABAUL, Vunapope, Alexishafen & Madang, S.S. "BREMERHAVEN" on about 26th JUNE, 1931.

MELCHERS & CO.,

AGENTS, HONG KONG, 8, Chater Road, Queen's Building.

Telephone 26373.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

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FOR

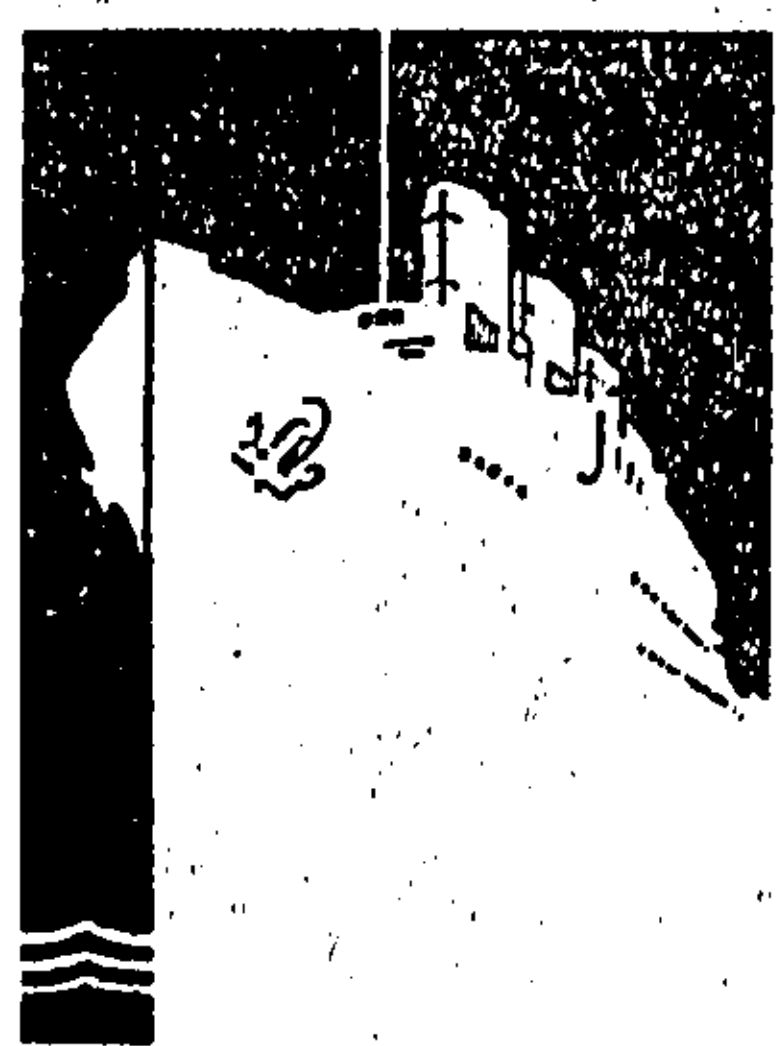
SWATOW, AMOI & FOCHOW AND RETURN
(Occupying 8 to 9 Days)

HAINING	...	Tuesday,	the 12th May, at 2 p.m.
HAITANG	...	Friday,	the 14th May, at 2 p.m.
HAICHING	...	Tuesday,	the 19th May, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blane Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of \$35.00 including Meals while the Steamer is in Port.

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QUICKEST TIME

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Japan	May 23	May 26	Empress of Japan	May 23	May 26
Empress of Asia	May 23	May 26	Empress of Asia	May 23	May 26
Empress of Russia	May 23	May 26	Empress of Russia	May 23	May 26
Empress of America	May 23	May 26	Empress of America	May 23	May 26
Empress of Europe	May 23	May 26	Empress of Europe	May 23	May 26
Empress of Africa	May 23	May 26	Empress of Africa	May 23	May 26
Empress of Australia	May 23	May 26	Empress of Australia	May 23	May 26
Empress of India	May 23	May 26	Empress of India	May 23	May 26
Empress of China	May 23	May 26	Empress of China	May 23	May 26
Empress of Korea	May 23	May 26	Empress of Korea	May 23	May 26
Empress of Japan	May 23	May 26	Empress of Japan	May 23	May 26

HONG KONG-MANILA

Ship	Leave	Arrive
Empress of Japan	May 15	May 17
Empress of Asia	May 23	May 25

Telephone: Passenger 2072; Freight 20042.

CANADIAN PACIFIC



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM \$83 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TATSUTA MARU ... Wednesday, 13th May
ASAHA MARU ... Wednesday, 27th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIYE MARU ... Tuesday, 2nd June
HSIAN MARU ... Tuesday, 30th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

HAUSAN MARU ... Saturday, 16th May
HARUNA MARU ... Saturday, 30th May

SYDNEY & MELBOURNE via Manila & Port.
KITANO MARU ... Saturday, 23rd May
ATSUTA MARU ... Saturday, 27th June

BOMBAY via Singapore, Penang & Colombo.
+ TOKIWA MARU ... Wednesday, 27th May
KAGA MARU ... Thursday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

RAKUYO MARU ... Saturday, 23rd May
NEW YORK, BOSTON via PANAMA.

+ KUMA MARU ... Monday, 25th May
LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.

+ TOYOOKA MARU ... Friday, 15th May
+ DAKAR MARU ... Thursday, 11th June

CAIRO via Singapore, Penang & Bangkok.
RANGOON MARU ... Friday, 15th May
+ BENGAL MARU ... Friday, 29th May

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU ... Saturday, 16th May
ATSUTA MARU (Nagasaki direct) ... Wednesday, 20th May

+ GENOA MARU ... Sunday, 24th May
+ MORIOKA MARU (Mojito direct) ... Monday, 25th May

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FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore,
Colombo, Djibouti (Aden), Suez, Port-Said.

G. METZINGER ... 15th May
SPHINX ... 26th May

PORTHOUS ... 9th June
CHENONCEAUX ... 23rd June

ATHOS II ... 7th July
DARTAGNAN ... 21st July

ANDRE LEBON ... 4th Aug.
FELIX ROUSSEL ... 18th Aug.

To Yokohama via Shanghai and
Kobe.

CHENONCEAUX ... 25th May
ATHOS II ... 9th June

DARTAGNAN ... 23rd June
ANDRE LEBON ... 7th July

FELIX ROUSSEL ... 21st July
G. METZINGER ... 4th Aug.

SPHINX ... 18th Aug.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,
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COMMERCIAL LINE
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For Full Particulars, apply to—

CIC des MESSAGERIES MARITIMES,
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Shipping News Week-End Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 8,400 TONS;
THROUGH CARGO
18,900 TONS.

The returns, shown at the Har-
bour Office, of vessels carrying
cargo to the Colony during the 24
hours ended at 9 a.m. yesterday
were:—

British	Cargo for	Through
Tsinan	Shanghai 200	700

British	Cargo for	Through
Kweichow	Tientsin 624	531

British	Cargo for	Through
Linan, Canton	—	218

British	Cargo for	Through
Chengtu	Wuhu	2,100

British	Cargo for	Through
Wuhu	—	844

British	Cargo for	Through
Tjikembang	Batavia	1,175

British	Cargo for	Through
Tjikembang	Amoy	2,442

British	Cargo for	Through
Tjikembang	Amoy	1,122

British	Cargo for	Through
Tjikembang	Amoy	2,442

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Tjikembang	Amoy	2,442

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Tjikembang	Amoy	2,442

British	Cargo
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CHINA, JAPAN, COREA, INDIA, SIAH, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, ETC.

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Arranged, with the initials as well as Surnames in strict alphabetical order.

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List of Agencies held by Far Eastern firms.

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May 11, 1931.

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Bank Bills, on demand...	11 1/2
Bank Bills, 4 months' sight...	11 13/16
Credits, 4 months' sight...	1/0 7/16
Documents, 4 months' sight...	1/0 9/16
On PARIS:—	
Bank Bills, on demand...	60 7/8
Credits, 4 months' sight...	61 1/8
On NEW YORK:—	
Bank Bills, on demand...	23 13/16
Credits, 60 days' sight...	24 15/16
On BOMBAY:—	
Telegraphic Transfer...	65 1/2
Bank, on demand...	65 1/2
On CALCUTTA:—	
Telegraphic Transfer...	65 1/2
Bank, on demand...	65 1/2
On SHANGHAI:—	
Bank, at sight...	7 1/2
On YOKOHAMA:—	
On demand...	47 1/2
On SINGAPORE:—	
On demand...	48 1/2
On BATAVIA:—	
On demand...	68 1/2
On HAIKONG:—	
On demand...	61 1/2
On SAIGON:—	
On demand...	183
SOVEREIGNS, Bank's Buying Rate...	1/0 1/2
BANK SILVER, per oz...	13 1/2

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SIX MONTHS \$9.00
TWELVE MONTHS \$18.00

11, Ice House Street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$2,500,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:

Hon. Mr. C. G. S. MACKIE, Chairman.

Hon. Mr. J. J. PATTERSON, Deputy Chairman.

W. H. Bell, Esq.

A. H. Compton, Esq.

B. Lander Lewis, Esq.

G. Miskin, Esq.

T. A. Pearce, Esq.

J. A. Plummer, Esq.

T. H. R. Shaw, Esq.

J. P. Warren, Esq.

Chief Manager: V. M. GRAYBURN, Esq.

BRANCHES:—

Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Colombo, Dairen, Hankow, Harbin, Hongkong, Kowloon, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

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CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £2,000,000

Reserve Fund £4,000,000

Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:—

ALOR STAR (Malay States), AMSTERDAM, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, COLON, HANKOW, HONG KONG, KUALA LUMPUR, LONDON, MANILA, MEDAN, NEW YORK, PEIPING, PENANG, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th March, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE (Incorporated in France).

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-up Frs. 50,000,000

Special Working Capital Frs. 60,000,000

Reserves Frs. 22,319,000

BRANCHES:—

Paris, Lyons, Marseille, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peiping, Shanghai, Tientsin.

BANKERS:—

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

Lon. Jon: Midland Bank, Ltd.

New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund and Retained Profits £1,888,845

BANKERS:—

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:—

Batavia, Bencoolen, Bombay, Calcutta, Ceylon, Hong Kong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCH:—

Every description of Banking and Exchange Business transacted.

Travelers Cheques issued.

Trustee and Executorships undertaken.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 29th April, 1931. [29]

BANK OF CHINA.

Reorganized October 20, 1928, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00

Paid-up Capital \$24,710,200.00

Reserve Funds \$3,820,503.82

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:—

4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

LOOK POONG SHAN, Manager.

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THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital U.S. \$50,000,000

Surplus U.S. \$1,572,545

Reserves U.S. \$1,003,309

BRANCHES:—

Amsterdam, Antwerp, Athens, Bahia, Barcelona, Beijing, Bombay, Calcutta, Canton, Cebu, Chicago, Colon, Hankow, Harbin, Hong Kong, Kobe, London, Lyons, Manila, Mexico, Moscow, Nanking, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with

THE CHASE NATIONAL BANK

Resources Over U.S. \$2,500,000,000

C. H. BENSON, General Manager.

THE HO HONG BANK, LTD.

Established 1917.

HEAD OFFICE:—SINGAPORE.

HONG KONG OFFICE:—13, QUEEN'S RD. C.

Authorized Capital Straits \$20,000,000

Issued " 8,000,000

Reserve Liabilities " \$4,000,000

Shareholders " \$4,000,000

Surplus " \$2,526,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

BANQUE DE L'INDO-CHINE.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 102,000,000.00

BRANCHES:—

Bangkok, Hong Kong, Kanton, Kowloon, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

BANKERS:—

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.